

CITY OF PLACERVILLE CENERAL PLAN

1974

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CITY OF PLACERVILLE GENERAL PLAN

JULY 1974

Prepared for the City of Placerville, California by the

SACRAMENTO REGIONAL AREA PLANNING COMMISSION

The preparation of the Placerville General Plan was financed in part by a grant from the Department of Housing and Urban Development, under Section 701 of the Housing Act of 1964, and administered through the Integrated Grant Administration.

Honorable Michael E. Petersen, Mayor
Mr. William S. Hardie, Chairman, Placerville
Planning Commission
City of Placerville
City Hall, P. O. Box 872
Placerville, Ca. 95667

Gentlemen:

The Placerville Citizen's Advisory Committee for the revision of the General Plan has completed its work on this project and is pleased to transmit the recommended General Plan to the Planning Commission and the City Council. The Plan is forwarded with the endorsement of the Committee and the recommendation that the Planning Commission and the City Council initiate proceedings to adopt this document as the official General Plan for the City of Placerville.

The Plan was prepared by the staffs of the City of Placerville and the Sacramento Regional Area Planning Commission, with policy direction provided the City Council and Planning Commission appointed Citizens' Advisory Committee. The Committee effort included many meetings over a nine month period during which the recommendations of the Plan were developed. It is our feeling that the Plan concepts reflect the needs and desires of the Placerville community. This General Plan document should serve as the foundation for decision making which will guide the development of the City in the ensuing years.

As Chairman of the Committee, I would like to express my appreciation to the many interested individuals who contributed their time and talents to the preparation of the Placerville General Plan.

Sincerely,

Leonard Stroud

Chairman, Placerville

Citizens' Advisory Committee

SUMMARY

The Placerville General Plan is a comprehensive plan for the future growth and development of the City. It contains goals, policies, and recommendations to guide decisions made by public and private entities that affect social and physical conditions in the community.

Listed below, in order of their appearance, are the goals and major findings of the six Elements that comprise this General Plan edition.

1. GENERAL AND SEISMIC SAFETY ELEMENT

A. Soils and Geology

GOAL:

TO PROTECT THE LIFE AND PROPERTY OF THE RESIDENTS OF PLACERVILLE BY CONDITIONING THE USE OF THOSE LANDS HAVING UNACCEPTABLE RISKS OF DANGER.

FINDINGS: The geologic foundation and the overlying soils of the planning area are generally stable, presenting few hazards to development. Areas of special concern are soil erosion, the Melones Fault Zone, lava capped ridges, and a contact zone between two geologic formations located north of the City.

B. Seismic Safety

GOAL:

TO INSURE THE PUBLIC'S SAFETY THROUGH PROPER
DESIGN AND MAINTENANCE OF POTENTIALLY HAZARDOUS
STRUCTURES TO WITHSTAND SEISMIC ACTIVITY.

FINDINGS: The potential for seismic activity in Placerville is minimal. Structures such as water storage reservoirs, above ground petroleum products storage tanks and retaining walls may be hazards should an earthquake occur, and should be designed to withstand ground shakes.

C. Fire Protection

GOAL: TO PROTECT LIFE AND PROPERTY BY PROVIDING ADEQUATE FIRE PREVENTION MEASURES AND SERVICE WITHIN THE PLANNING AREA.

FINDINGS: Fire hazards exist outside the City due largely to the dry summer vegetal cover. Within the City, narrow streets and an inconsistent street sign and numbering system hinders the access of fire control equipment, increasing the danger of fires in town. The City's Fire Department, operating with a paid staff and volunteers, is responsible for protection in the planning area.

D. Police Services

GOAL:

TO PROTECT THE LIFE AND PROPERTY OF THE PEOPLE OF THE CITY BY PROVIDING ADEQUATE POLICE SERVICES.

FINDINGS: Police services within the planning area are provided by the City's Police Department and the El Dorado County Sheriff's Department. The Police Department should be consulted as an advisory body in the review of potential subdivision, commercial and industrial development to insure that security features are present and that buildings can be adequately patrolled. The City's street system should provide for the safe movement of vehicles, pedestrians (especially the handicapped), and bicyclists, as well as motorists.

2. NOISE ELEMENT

GOAL: TO MINIMIZE ANY UNPLEASANT, INJURIOUS AND UNNECESSARY IMPACTS OF NOISE.

FINDINGS: Automobile and truck traffic on Highway 50 are the major noise sources in Placerville. Other noise sources are the railroad, the El Dorado County Airport, community gatherings and "nuisance noise", such as barking dogs and construction activities.

3. OPEN SPACE AND CONSERVATION ELEMENT

A. Open Space for Outdoor Recreation

GOAL:

TO PROVIDE SUFFICIENT AREAS FOR A RANGE OF RECREATIONAL OPPORTUNITIES TO MEET THE POSSIBLE NEEDS OF AN EXPANDING POPULATION AND TOURISM.

FINDINGS: The City currently has 107 acres of developed park land. Other recreational opportunities are available at local schools and the nearby El Dorado National Forest. The City also has many historic buildings and sites that attract residents and visitors alike.

B. Open Space for the Managed Production of Resources

GOAL: TO ACHIEVE A BALANCED UTILIZATION AND CON-SERVATION OF NATURAL RESOURCES WHICH MEETS THE ECONOMIC, SOCIAL, AND PHYSICAL NEEDS OF THE CITY.

FINDINGS: Agriculture is an important economic activity within the planning area. The extraction of sand and gravel represents a second major resource activity in the planning area.

C. Open Space for Preservation of Natural Resources

GOAL:

TO ENHANCE THE NATURAL ENVIRONMENT WITH SPECIAL ATTENTION GIVEN TO MAINTAINING THOSE NATURAL ELEMENTS WHICH CHARACTERIZE THE CITY.

FINDINGS: The City is fortunate to have a variety of natural elements and topographic features within and around the urban area. The most distinctive natural features are Hangtown, Cedar Ravine, and Weber Creeks. The abundance of trees in the City are also valuable natural elements.

D. Open Space for Public Health and Safety

GOAL: TO PROTECT THE LIFE AND PROPERTY OF THE RESIDENTS OF PLACERVILLE BY CONDITIONING THE USE OF THOSE LANDS HAVING UNACCEPTABLE RISKS OF DANGER.

FINDINGS: The City has several identified geological formations that are potential hazards if indiscriminate development is allowed on them. There is a high risk of fire throughout the planning area.

4. HOUSING ELEMENT

A. Residential Development

GOALS: AN EFFICIENT RESIDENTIAL PATTERN OF LAND USES, STREETS AND FACILITIES.

SAFE AND ATTRACTIVE RESIDENTIAL AREAS.

PROTECTION AND PRESERVATION OF THE NATURAL AMENITIES OF THE CITY.

A HIGH LEVEL OF PUBLIC FACILITIES AND SERVICES.

FINDINGS: The major constraints to development in the City are the topography, the streets (many of which cannot be extended to serve new development), and difficulties in extending or providing new utility lines in developable areas.

B. Housing

GOAL: A WIDE-RANGE OF ADEQUATE HOUSING IN SUFFICIENT NUMBER TO MEET ALL NEEDS.

FINDINGS: The City now experiences a shortage of housing units in the low and moderate income ranges, especially suitable rentals. By 1980, an estimated 600 new housing units, distributed among all income ranges, will be needed. Apartments, condominiums, and mobile homes may comprise a larger proportion of the housing stock in the future.

5. LAND USE ELEMENT

A. Commercial Land Use

GOAL: COMMERCIAL LAND USES SHALL BE LOCATED AND DE-VELOPED IN A HARMONIOUS MANNER WITH ADJACENT LAND USES. FINDINGS: Four commercial districts are proposed:

1) General Commercial, to include a mixture of most retail and business establishments; 2) Neighborhood Commercial, comprised primarily of small convenience stores; 3) Business and Professional, including offices, service outlets, and medical and public buildings and facilities, and 4) Heavy Commercial, consisting of industrial development, warehouses, auto repair, and similar establishments.

B. Residential Land Uses

GOAL: A CHOICE OF RESIDENTIAL AREA PATTERNS SHALL BE PROVIDED TO ACCOMMODATE A WIDE-RANGE OF LIFE STYLES.

FINDINGS: Three residential districts are proposed:

1) Low Density Residential, with a population density of 1-7 persons per acre, located beyond the urban core and medium density areas, and contiguous with the City limits in the unincorporated portion of the planning area; 2) Medium Density Residential, with a population density of 7-25 persons per acre, located generally adjacent to the higher density urban core and in the path of urban development, and 3) High Density Residential, with a population density of 21-40 persons per acre, located generally within the urban core (adjacent to the Central Business District).

C. Open Space Land Use

GOAL: SUFFICIENT OPEN SPACE SHALL BE PROVIDED TO ACCOMMODATE RECREATIONAL NEEDS, AGRICULTURAL PRODUCTION, AND TO PROTECT NATURAL RESOURCES THAT CONTRIBUTE TO THE ECONOMY AND CHARACTER OF THE CITY.

FINDINGS: Three open space districts are proposed:

1) Agriculture, to include existing agriculturally productive parcels of ten acres or more; 2) Recreation-Historic, consisting of parks, historic sites, and cemeteries, and 3) Woodland-range, encompassing grazing and watershed lands occurring generally outside of the City limits.

6. CIRCULATION AND SCENIC HIGHWAYS ELEMENT

A. Circulation

GOAL:

TO DEVELOP AN EFFICIENT, SAFE, AND WELL
BALANCED CIRCULATION SYSTEM TO SERVE THE
DIVERSE TRANSPORTATION NEEDS OF PRESENT
AND FUTURE PLACERVILLE RESIDENTS AND
VISITORS.

FINDINGS: The more serious traffic problems in the City occur on outmoded residential streets and in the Central Business District. The Element includes proposals for improvements on existing streets, the location of new streets, and means of improving non-motorist circulation.

B. Scenic Highways

GOAL: TO RECOGNIZE AND MAINTAIN THE SCENIC QUALITIES OF VISUALLY PLEASING ROUTES IN THE PLANNING AREA.

FINDINGS: There are several roads in the planning area that possess outstanding scenic and/or historic values. These roads should be recognized and their scenic qualities preserved for future generations.

PLACERVILLE GENERAL PLAN

TABLE OF CONTENTS

		Page
ı.	SUMMARY	. i
II.	INTRODUCTION	. 1
	- Placerville Planning Area	. 4
III.	BACKGROUND	. 7
	- History	. 10 . 10 . 11
IV.	ELEMENTS OF THE GENERAL PLAN	. 26
	1. General and Seismic Safety Element	. 27
	- Soils and Geology	. 32
	2. Noise Element	. 42
	3. Open Space and Conservation Element	. 48
	- Open Space for Outdoor Recreation	. 48
	Resources - Open Space for the Preservation of Natural Resources - Open Space for Public Health and Safety	. 53
	4. Housing Element	. 58
	- Residential Development	
	5. Land Use Element	. 66
	- General Land Use Considerations	6872

TABLE	E 01	F CONTENTS (cont'd)	Page
	6.	Circulation and Scenic Highways Element	82
		- Circulation	
V.	API	PENDIX	96
	Α.	Dial-a-Ride Transit System	97
	В.	1974 General Plan Action Program	98
	1.	General and Seismic Safety Element	99
	2.	Noise Element	103
	3.	Land Use Element	104
	4.	Circulation and Scenic Highways Element	105
REFE	REN	CES	
VI.	MA	PS	
	1.	Placerville Planning Area	3
	2.	Land Slope	31
	3.	Special Geologic Features	33
	4.	Fire Insurance Ratings	38
	5.	Placerville Noise Contours	47
	6.	Cultural Open Space - 1973	51
	7.	1995 General Plan Land Use	81
	8.	Transportation Facilities	92
	9.	Scenic Routes	95
VII.	TA	BLES	
	2. 3. 4. 5. 6. 7.	Retail Sales Trends by Category - 1965-1793	12 14 15 17 19

TAB	LE OI	F CONTENTS (cont'd)	Page
	10.	Placerville Employment Characteristics-1970 1970 Family Incomes in Placerville Comparison of Median Family Income of Sierra	
		Economic Development District Cities-1970 Starting Wage Rate for Qualified Workers -	. 24
	13.	July, 1970	• 42
VIII.	FI	GURES	
	A.	Slope and Cut Illustrations	. 29
	В.	Parks and Landscaped Areas	. 49

NTRODUCTION

The Placerville General Plan is the official statement of the City Council, setting forth policies to guide the growth of Placerville and its surrounding territory toward an orderly, efficient and attractive balance of land uses, population densities, and traffic circulation. As such, it can be effectively utilized to provide direction to the public decision making process. The Plan enables public and private agencies to relate their activities to the long-term welfare of the community.

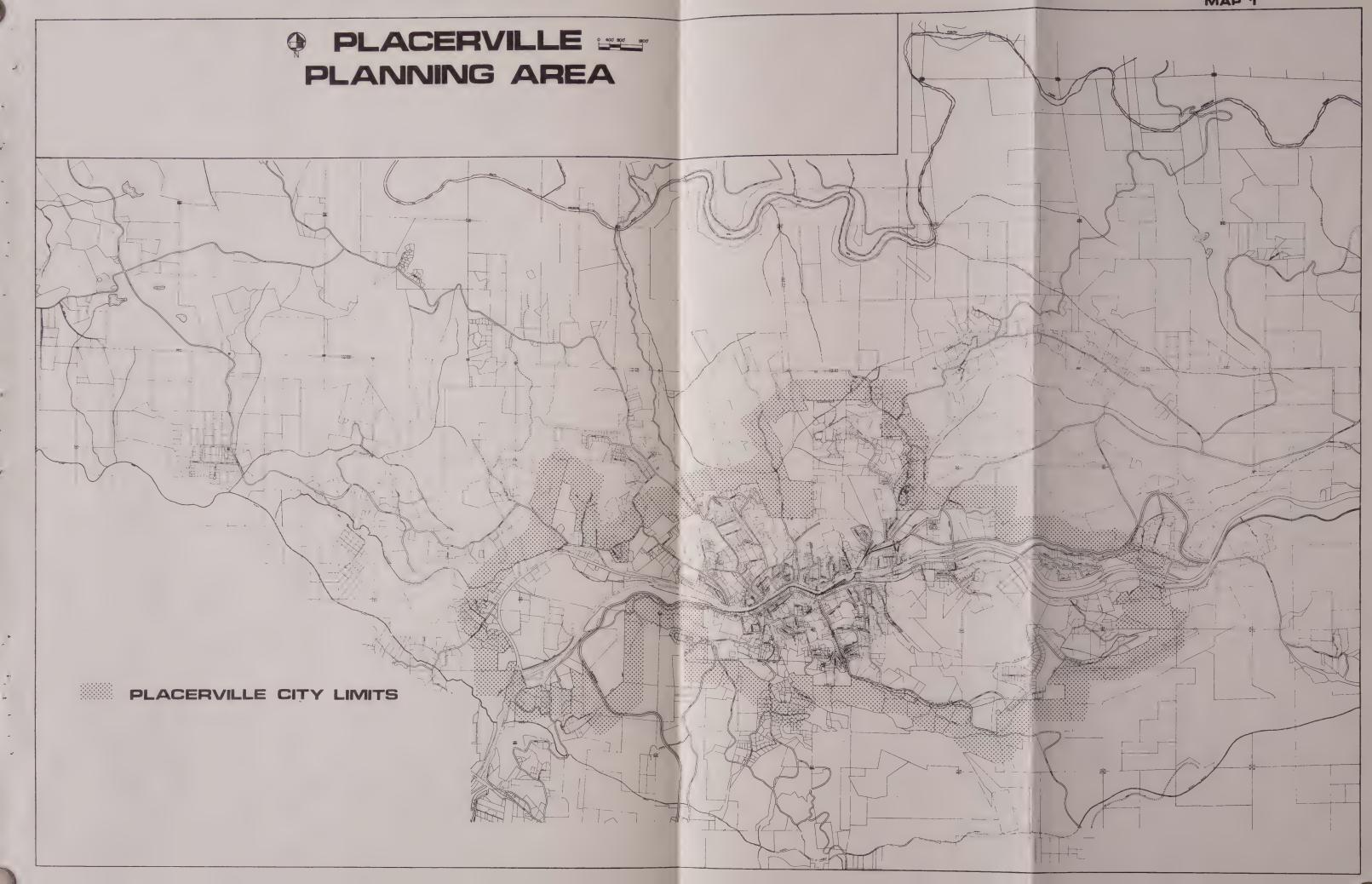
The Plan is a comprehensive view of the City, covering a broad range of subjects. There are six Elements (Chapters) which span all phases of community life, including general and seismic safety, housing, land use, and circulation. The nine General Plan Elements currently required by State Law are included within this Plan. For convenience, six of these have been combined within three individual Elements: General and Seismic Safety, Open Space and Conservation, and Circulation and Scenic Highways. The time frame of this General Plan is 20 years, to 1995.

A companion Action Program has also been prepared which includes steps the City should take to achieve the objectives contained in each Element.

PLACERVILLE PLANNING AREA

The Placerville Planning area discussed in this General Plan extends beyond the existing City Limits approximately one mile in all directions (see Planning Area Map, page 3). The planning area correlates with lands that are within the service boundaries of the Placerville (City) Fire District. The City occupies 4.5 square miles of the Planning Area. This larger planning area was chosen as recommended by State Planning law.





NEED FOR A REVISED PLAN

The City of Placerville adopted its present General Plan in 1962. Since that time, there have been numerous changes in General Plan requirements, in tools available for guiding community development, in local ordinances, conditions and trends, and, perhaps, in attitudes of the City's residents and elected officials towards the community's future "look".

In response to State law and the need to update General Plan policy, the City adopted a Housing Element in 1972 and an Open Space and Conservation Element in 1973. These Elements were prepared by the Sacramento Regional Area Planning Commission with policy guidance provided by City appointed Citizens' Committees. Summaries of these documents are included in this General Plan.

The passage of 12 years and new State Planning law has necessitated a thorough revision of the 1962 General Plan. Elements which are now mandatory include: land use, general safety, seismic safety, noise, circulation, scenic highways, housing (adopted, 1972) and open space and conservation (adopted, 1973). This revised General Plan updates data and policy contained in the 1962 Plan, and places the City in compliance with current State requirements for additional Elements. This Plan should be reviewed annually, and undergo a major update every 5 years to reflect changing conditions and policy as necessary.

PLAN DEVELOPMENT PROCESS

The revised Placerville General Plan has been developed as a cooperative effort by the City of Placerville and the Sacramento Regional Area Planning Commission (SRAPC). The process was initiated in September, 1973, when the City Council contracted with SRAPC for staff services to write the Plan. The City Council and Planning Commission subsequently reviewed a proposed plan outline and work schedule, and appointed a Citizens' Advisory Committee (CAC) to assist in the Plan's preparation.

The CAC met twice-monthly with SRAPC staff over a nine month period. During this time, draft Elements were prepared and reviewed by the CAC to ensure that goals, policies, and data accurately reflected local attitudes and needs. Technical input was provided by City and County staff, and representatives of State and Federal resource agencies operating in the area.

Completed draft Elements were forwarded periodically to the City Council and Planning Commission for their informal review prior to the Plan's adoption.

Finally, a draft plan was completed and transmitted to the City Council for adoption through the public hearing process specified by State Law.

ASSUMPTIONS

Effective long-range planning is predicated on one or more assumptions concerning conditions or events that are expected to exist within the planning period. Certain assumptions are understood, i.e., that no catastrophic events will occur which will drastically alter the City or its population. The presumed existence of the following conditions is reflected in the goals, policies, and recommendations developed during the General Plan revision process. These assumptions should be reviewed and updated periodically. When assumptions change, appropriate revisions should be made throughout the General Plan.

- 1. The City wishes to include physical, social, and economic considerations in all planning activities.
- 2. A primary objective of planning in the City is the protection of the public's health, safety, and general well-being.
- 3. The 1995 population of the Planning Area will be approximately 12,132 persons, of which approximately 9,000 will reside within the City Limits.
- 4. Topography will continue to be a major constraint and determinant in the location of future development.
- 5. Density will increase within the City, due to demands for higher density housing, and the gradual development of vacant, buildable parcels that have been "skipped over" in the urbanized area.
- 6. The City will continue to be the commercial, governmental, and service center of El Dorado County.

- 7. The economic base will grow moderately, with no major shifts.
- 8. There will be greater demands for improved levels of municipal services, including public improvements (streets, sewer and water lines), parks and recreation programs, and public transportation.
- 9. Comprehensive Federal, State, and Regional programs will become increasingly available to deal with local problems of air and water pollution, land use planning, and community services.

BACKGROUND

HISTORY

Following James Marshall's discovery of gold on January 24, 1848, at Sutter's sawmill on the South Fork of the American River, the great Forty-Nine Gold Rush began. Dozens of mining camps and towns sprang up along the Mother Lode, as miners, merchants and settlers by the thousands poured into the area hoping to make their fortunes. One of the largest of these settlements was Old Dry Diggins. The hearty pioneers who settled here soon began to dispense justice among themselves, floggings and hangings being the most common form of punishment. History (or perhaps legend) has it that so many hangings were conducted near the center of town next to a large oak tree (known as Hangman's Tree) that the town itself became commonly known as Hangtown.

Between 1849-1854, Hangtown became a true boomtown, with additional roads and freight lines over the Sierra Summit and to Sacramento. By 1854, Hangtown had been incorporated as a general law city and the name was officially changed to Placerville. It was then the third largest city in California, following San Francisco and Sacramento.

By the late 1850's the local diggings had played out, with the exception of the Pacific Quartz Mine, which operated continuously until 1889. In 1859, following the Comstock Lode silver strike in Nevada, Placerville boomed again, becoming a major freight and stage stop to and from the Nevada diggings.

Placerville played an important role in the development of the country's communications and postal systems. In 1853 Placerville had the first telegraph office in the West. Also, in 1853, the legendary Snowshoe Thompson, traveling over treacherous terrain on 7-foot skis, began his twice-weekly round trips over the Sierra Nevada, carrying mail, medicine and supplies to the Nevada mining camps from Placerville. In 1860 the Pony Express was created to deliver mail between St. Joseph, Mo. and San Francisco. Placerville was a major remount station until 1861, when it became the western terminus.

A number of famous persons began their careers in Placer-ville. John Studebaker, manufacturer of wagons and later auto-mobiles, started his career in Placerville by making wheelbarrows for the gold miners. Philip Armour, founder of the huge meat-

packing empire, started in Placerville as a butcher. Mark Hopkins was a local Storekeeper.

Placerville has always served a "stage-stop" function: first to the pass in the Sierra; then to the gold fields; then to the Nevada silver mines; and now to Lake Tahoe and points east.

LOCATION

The City occupies 5 square miles in the foothills of the western slopes of the Central Sierra Nevada Mountains. It is located on U. S. Highway 50 and on State Highway 49, 44 miles east of Sacramento and 63 miles west of South Lake Tahoe. At an elevation of 1,890 feet (downtown), the City lives up to its reputation of being "above the fog and below the snow." The miners built the City where the gold was: in the bottom of a ravine along Hangtown Creek.

CLIMATE

Placerville's climate is quite mild, yet the four seasons are well-defined. Most of the year's rainfall (averaging 40 inches) occurs in the winter, along with one or two small snowstorms. The average snowfall for the area is 5.5 inches, but this varies considerably from year to year and from the lower to higher elevations within the city. Summer days are generally sunny, hot and dry, with cool evenings. The chart below gives the average temperatures, rainfall and humidity.

	Average	Tempe	ratures	Rain	Humidity			
	Minimum	Mean	Maximum	Inches	8 AM	Noon	8 AM	
Jan.	30	40	50	7.83	80	70	85	
Apr.	38	53	68	3.49	70	55	50	
Jul.	52	74	95	.01	50	30	25	
Oct.	40	57	74	2.09	55	40	35	
Year	40	56	71	40.27	64	49	49	

Source: U. S. Weather Bureau

POPULATION

A population analysis is vital to any General Plan. Knowledge of characteristics, such as age distribution and ethnic composition can be important in planning social service programs, schools, and transportation facilities. Estimates of growth trends are necessary for determining future public utility needs and land use patterns, as well as private development needs.

Placerville's population in 1970 was 5,416, up 22% from its 1960 population of 4,439. The population within the city increased steadily through 1970. (Table 1) The population decreased slightly in 1972, according to State Department of Finance estimates, and is currently estimated to be at the 1970 level (5,416). Population within the City is expected to increase to 6,615 by 1980 and 9,000 by 1995. The population of the Placerville planning area, which incorporates land outside the City Limits, is currently estimated to be 7,524, increasing to 10,000 by 1980 and to 12,132 by 1995. The El Dorado County Chamber of Commerce estimates that 35,000 people live in the Placerville trading area.

Table 1 demonstrates that while Placerville has experienced steady growth, El Dorado County has grown much more rapidly. Twenty-six per cent of the county's populace lived in Placerville in 1929 compared to 12% in 1970 and 10% currently. Estimates for the future show Placerville retaining approximately 10-15% of the County's population.

A special survey conducted for the City in 1971 revealed that of the 5,416 persons living within the City, 176 lived in institutions such as convalescent hospitals and the remaining 5,243 were in 2,023 households. The average household size was 2.6 persons, but a fairly large percentage of household (27%) were occupied by persons living alone.

Table 2 shows the number of persons in each age group in Placerville. The median in 1970 was 33.9 years for males and 38.7 years for females indicating that Placerville has a considerably older population than the state as a whole. The median age of all Californians is 28.1. The median age in El Dorado County is 31.7.

TABLE 1
POPULATION TRENDS

Year	Placerville	Placerville Planning area (Placerville plus Fire District)	El Dorado County	% of County
1920	1,690	N.A.	6,426	26.3
1930	2,322	N.A.	8,325	27.9
1940	3,064	N.A.	13,229	23.2
1950	3,749	N.A.	16,207	23.2
1960	4,439	N.A.	29,390	15.2
1970	5,416	N.A.	43,833	12.4
1973	$5,408\frac{2}{}$	7,524	$53,544\frac{2}{}$	10.1
1980	6,6151/	$10,000\frac{1}{2}$	$64,200^{2}$	10.1
1990	8,2601/	11,3481/	$87,700^{2}$	11.5
1995	9,0001/	12,1321/	96,1002/	9.5

TABLE 2
PLACERVILLE POPULATION CHARACTERISTICS-1970

tal 5,416 Total 5,416 nder 6 401 White 5,361 nder 18 1,600 Negro 2 nder 21 1,810 Indian 27 6 and over 4,021 Japanese 10 5 and over 930 Chinese 7 Filipino 2 Other 7

Sources: 1970 U. S. Census Reports

1. Sacramento Regional Area Planning Commission

(SRAPC) estimate

2. State Department of Finance estimate

The median number of school years completed by Placer-villians is 12.3 years (Table 2), which is approximately the same as the figure for El Dorado County (12.4 years), and California (12.4).

Very few members of minority racial groups live in Placerville. In 1970 there were only 55 non-whites within the City (Table 2). Of these, 27 were Indians, 10 of Japanese descent and 7 of Chinese descent. Spanish-surnamed persons were not listed separately from the total white population.

ECONOMIC CHARACTERISTICS

Placerville's colorful past as the booming metropolis known as Hangtown far outshadows its present status of a small city halfway between Sacramento and Lake Tahoe. Yet even today Placerville remains the hub of the Mother Lode Country, serving an area of 30,000 people. The industry of the area has turned from mining to lumber, agriculture, light manufacturing, tourism, and recreation. Placerville has grown steadily, in terms of population and in assessed valuation, though at a slower rate than the county as a whole. Placerville's population increased from 4,439 in 1960 to 5,416 in 1970, a 22% increase. Its assessed valuations grew from \$8,201,620 in 1962 to \$13,525,646 in 1972.

Placerville has 4 banks, 2 savings and loan associations, 4 title companies, 2 hospitals, 2 convalescent hospitals, approximately 30 physicians and 14 dentists. The combined total tax rate in the City of Placerville in 1972-73 was \$10.50 - \$11.26 per \$100/assessed value.

TABLE 3

Year	El Dorado County	Placerville
1960	1,165	43
1961	1,632	124
1962	1,149	84
1963	1,360	114
1964	1,096	33
1965	1,227	25
1966	464	6
1967	213	10
1968	204	7
1969	595	3
1970	946	3
1971	1,232	59
1972	N.A.	76

Source: U. S. Bureau of the Census, Series C-40

Construction activity has been cyclical both in Placerville and throughout El Dorado County. (Table 3) The considerable amount of construction seen in the early '60s

TABLE 4
TRENDS IN RETAIL SALES

Year	Placerville	El Dorado County	City's % of All County Sales
1950	N.A.	14,000	N.A.
1960 1968	15,400 22,705	43,196 63,069	35.65 35.95
1970	24,027	75,628	31.77
1971	28,426	89,419	31.77
1972	28,959	91,309	31.76
lst 3 quarters of 1972 lst 3 quarters	20,526	N.A.	N.A.
of 1973	23,480	N.A.	N.A.

Source: Calif. State Board of Equalization

coincided with the peak employment period of Aerojet in Sacramento County. Construction virtually stopped in the late '60s. Only within the past two years has there been an appreciable increase in permits and construction activity within the City.

Retail Sales

Total retail sales within the City have shown a steady upward trend from 1960 to the present (Table 4). The City's percent of the total retail sales for the entire county has decreased somewhat, from 35.65% in 1960 to 31.76% in 1972. This change becomes meaningful only when compared with the change in the City's percentage of the total population of the county, down from the 1960 figure of 15.2% to 10.5% in 1972. A comparison of the population and retail sales figures shows a definite increase in retail sales per capita.

Statistics compiled by Sierra Economic Development District (SEDD) for 1972 give Placerville the highest rating in per capita retail sales of all the incorporated cities in Sierra, Nevada, Placer and El Dorado Counties (including, in addition to Placerville, Auburn, Grass Valley, Roseville, Lincoln, South Lake Tahoe, Rocklin, Nevada City, Colfax and Loyalton). SEDD's 1972 Composite Index of Desirability, which rates the member cities on such factors as proximity to redevelopment areas, family income, population and population growth, labor force participation rate, economic activities, retail sales per capita and transportation facilities, ranked Placerville second behind Auburn.

Most of the commercial establishments in Placerville are concentrated in one of three areas: Main Street, which was the original city center and which has undergone a major modernization program; Broadway, which is east of Main Street; and Placerville Drive, located on the western edge of the City.

Table 5 gives a breakdown of retail sales by category. Most categories have witnessed a steady increase since 1965. Food stores, eating and drinking places and service stations more than doubled their sales between 1965 and 1972. Service stations showed the most dramatic increase from \$547,000 in 1965 to \$3,076,000 in 1972 and \$4,243,000 during the first 3 quarters of 1973, reflecting the importance of tourism to the City's economy. Declines in taxable sales were felt in the

TABLE 5

RETAIL SALES TRENDS BY CATEGORY 1965-1973

Taxable Sales in Placerville (in thousands of dollars)

(lst 3

			,		C	[uarters]
RETAIL STORES	1965	1968	1970	1971	1972	1973
Apparel	1,228	1,414	1,623	1,796	1,861	(1,370)
General Merchandise	1,479	1,739	2,031	2,299	2,533	(1,971)
Drug Store	1,793	549	632	693	713	(527)
Food Stores	1,992	4,203	3,954	4,941	4,874	(3,540)
Packaged Liquor Stores	566	686	N.A.	N.A.	N.A.	N.A.
Eating & Drinking Places	1,451	1,818	2,176	2,373	2,972	(2,484)
Home Furnishings & Appliances	57 5	513	501	563	532	(388)
Bldg. Material, Farm Implements	1,680	1,380	1,370	1,866	2,492	(987)
Auto Dealers & Supplies	4,727	5,820	6,111	7,286	7,760	(6,046)
Service Stations	547	612	792	864	3,076	(4,243)
Other Retail	1,142	1,127	1,842	2,124	2,146	(1,924)
Retail Store Totals	17,180	19,861	21,032	24,805	28,959	(23,480)
All Other Outlets	2,953	2,844	2,995	3,621	4,096	(3,669)
Total All Outlets	20,133	22,705	24,027	28,426	33,055	(27,149)

Source: California State Board of Equalization

drug store and home furnishings and appliances categories. All other categories witnessed healthy increases.

Employment

El Dorado County, including Placerville, has had a consistently high rate of unemployment, persisting well back into the early history of the county. The seasonal nature of the basic economic generators, agrigulture, lumbering and recreation-tourism, plus limited year-around employment opportunities are the primary reasons for the high unemployment rate. Unemployment statistics for the City of Placerville are for the most part unavailable. Since those which are available show a high correlation with the county figures, one may assume that the City's and County's unemployment rate are similar.

The persistence of the problem is amply demonstrated by unemployment statistics covering 1960-1972 (Table 6). Average unemployment for the 13 years was 11.9%, with yearly averages ranging from a low of 9.8% in 1960 to a high of 14.4% in 1967. Monthly averages over the period also significantly reflect the highly seasonal natures of employment in the county (Table 7). Unemployment is highest in February, averaging 18.6%, and lowest in September with 5.5%.

The principal manufacturing industry in and around Placer-ville is lumber and wood products, but more job opportunities exist in service industries and in government. The number of persons working in lumber and wood products may vary significantly even during the peak periods of August and September because of changes in market and weather conditions. During the winter months, large numbers of unskilled and semi-skilled workers are unemployed. Shortages tend to occur in occupations requiring a college education and professional or technical experience.

The major employers in the Placerville planning area include the lumber industry, fruit tree industry, the City of Placerville, El Dorado County, hospitals, banks, utility companies, the U. S. Forest Service and schools. Table 8 lists the occupations of employees in Placerville in 1970, and Table 9 shows the major areas of employment. From these tables it appears that most employment is concentrated in the trade and

TABLE 6

UNEMPLOYMENT RATES

Year	Calif.	Percentage Unemployed El Dorado County	Placerville
1960 1961 1962	6.5	9.8% April 1960 - 7.0% 11.5 12.1	April 1960 6.7%
1963 1964 1965	6.0	12.7 12.7 11.5	
1966 1967 1968	4.9	11.2	
$\frac{1968}{1969}$	4.5 4.4 6.0	10.4 10.7 11.2	11.2
1971 1972	7.0	13.6 14.0	12.0

TABLE 7

UNEMPLOYMENT RATE BY MONTH

EL DORADO COUNTY

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1960	12.9	15.5	15.4	12.3	10.6	7.7	6.6	4.5	4.3	6.2	9.7	13.4
1962	19.1	21.6	24.0	16.7	13.3	12.1	7.8	4.2	4.0	5.6	7.1	11.4
1964	16.3	20.2	18.6	16.6	14.0	10.6	8.6	6.4	6.4	7.1	12.8	18.6
1966	17.4	16.6	16.2	12.2	10.7	8.4	7.6	6.4	6.0	6.9	12.3	17.3
1968	15.8	16.4	15.3	13.4	10.7	9.1	7.8	5.4	5.2	6.0	7.9	12.6
1969	13.4	16.7	16.1	12.9	9.0	9.0	7.4	6.3	6.5	7.5	9.9	14.4
1971	13.1	1007	10.1	1.2.0		J. 0	/ • 3	0.3		7.0	9.9	14.4
19/1									6.2			
1972		17.0	18.4						9.8			
1973		19.7	18.1									

Sources: Calif. Department of Human Resources Development (currently called Employment Development Dept.)

U.S. Census Bureau Reports 1960 & 1970 El Dorado County Chamber of Commerce

TABLE 8

OCCUPATIONS OF EMPLOYEES IN PLACERVILLE

IN 1970

	}
Total Employed, over 16	1,788
Professional, technical	339
Health workers	39
Teachers	127
Managers and administrators	260
Salaried	176
Self-employed	59
Sales Workers	185
Retail trade	120
Clerical	237
Craftsmen	215
Mechanics & repairmen	41
Construction craftsmen	61
Operatives, except transit	104
Manufacturing	20
Non-manufacturing	84
Transport equipment operators	55
Laborers, except farm	91
Farmers and farm managers	
Farm laborers and foremen	11
Service workers	254
Cleaning and food service	107
Protective Service	30
Personal and Health Service	107
Private Household Workers	37
Total - female employed (over 16)	690

Class of Worker

Total	1.788
Private Wage & Salary Workers	1,084
Government Workers	524
Local Government	385
Self-Employed	165
Unpaid Family Workers	15

Source: U.S. Census Bureau Reports 1970

service areas (including government), with a much smaller proportion of employees working in manufacturing and construction. It is also interesting to note that of those employed in the City in 1970, over one-half of the women and one-third of the men worked less than 49 weeks. (Table 9)

Job cutback in aerospace and decline in construction in the late '60s have caused many workers to leave the Placerville area, thus contributing to the City's slowdown in growth after a sprint in the early '60s. Employment in manufacturing has increased somewhat from the 1967 level, but the highest gains have been registered in the areas of service and government. Continued development of recreational facilities in the county will undoubtedly have secondary effects in the Placerville community.

Income

The median family income in Placerville in 1970 was \$9,340 (Table 10). This compares with a median family income of \$9,452 for the county, \$10,732 for California and \$9,590 for the United States. The per capita income of persons in Placerville in 1970 was \$3,387, as compared with \$2,941 for the county, \$4,443 for California and \$3,920 for the United States. Although the median family income in Placerville is lower than in the county or state, it is the third highest of the surrounding foothill communities (Table 11).

The number of families in Placerville in 1970 whose income was below the poverty level - \$3,700 for a non-farm family of four - was 145, or 10% of all families. The number of persons whose income was below the poverty level was 675, or 12.9% of all persons (Table 10).

A comparison of the starting wage rates for various occupations in Auburn, Grass Valley, Placerville, South Lake Tahoe and Sacramento is shown in Table 12. In all occupations listed, Placerville's rates are average or above.

TABLE 9

PLACERVILLE

EMPLOYMENT CHARACTERISTICS

1970

EMPLOYMENT			
Total men over 16 in Place	rville	1,865	
Labor force		1,223 or 65.6	5% of all men
% Unemployed		10.2%	
Total Women over 16 Labor Force		2,151 742 or 34.5	19 of total
Labor Force		742 Of 34.3	women
% Unemployed		7.0%	wolliett
% Unemployed, Total		98	
o onemproject recur		J 0	
AMOUNT WORKED	MEN	WOMEN	
	anni alpha anni a	Operational control of the control o	
50-52 Weeks	887	447	
27-49 Weeks	303	212	
26 Weeks or Less	180	294	
INDUSTRY			
Total employed over 16		1,788	
Construction		145	
Manufacturing		112	
Durable Goods		4 87	
Transportation		10	
Communication, Utilities	s &		
Sanitary Services	93		
Wholesale & Retail Trade	438		
Finance, Insurance, Bus.	122		
Repair Professional & related	130		
	380 180		
Education Services Public Administration			

Source: U.S. Census Bureau Reports 1970

1970 FAMILY INCOMES IN PLACERVILLE

All Families 1,456				
Less than \$1000 annual income 29				
\$1,000 - \$1,999 61				
\$2,000 - \$2,999 79				
\$3,000 - \$3,999 110				
\$4,000 - \$4,999 84				
\$5,000 - \$5,999 89				
\$6,000 - \$6,999 68				
\$7,000 - \$7,999 70				
\$8,000 - \$8,999 90				
\$9,000 - \$9,999 141				
\$10,000 - \$11,999 142				
\$12,000 - \$14,999 195				
\$15,000 - \$24,999 220				
\$25,000 - \$49,999 65				
\$50,000 or more 15				
Median income \$ 9,340				
Mean income \$10,673				
Per capita income of persons 3,387				
Income below poverty level:				
145 families - 10% of all families				
675 persons - 12.9% of all persons				

Source: 1970 U.S. Census Bureau Reports California Statistical Abstrac+, 1970

TABLE 11

COMPARISON OF MEDIAN FAMILY INCOME

OF SIERRA ECONOMIC DEVELOPMENT DISTRICT CITIES, 1970

CITY	MEDIAN FAMILY INCOME - 1970
Auburn	\$10,019
Colfax	9,724
Placerville	9,340
Loyalton	8,553
Rocklin	8,403
Nevada City	8,295
Roseville	8,128
Lincoln	7,807
Grass Valley	7,555
South Lake Tahoe	7,162

Source: 1972 Annual Progress Report for Sierra Economic Development District (SEDD)

TABLE 12

STARTING WAGE RATE FOR QUALIFIED

WORKERS, JULY 1970

OCCUPATION	Auburn	Grass Valley	Placerville	South Lake Tahoe	Sacramento
Stenographer (clerical	\$375/mo	\$350/mo	\$325-450/mo	\$350-500/mo	\$375/mo
Typist (Clerical)	\$350/mo	\$300/mo	\$275-325/mo	\$300/400/mo	\$350/mo
Sales person, general retail	\$1.75-2.00/hr	\$1.65/hr	\$1.65-2.00/hr	\$1.65- 3.25/hr	\$1.65/hr
Grocery checker (retail)	\$4.015/hr	\$1.75/hr Union 3.825		\$3.825hr	\$2.20/hr Union - \$3.825
Nurses Aids			\$336/mo		
Shirt Presser (laundry)	\$1.65/hr	\$1.65/hr	\$1.65/hr	\$1.65- 2.50/hr	\$1.74hr
Machinist (machine shop)		\$3.00/hr	\$3.50hr		\$3.50/hr Union - \$4.50
Construction Worker	\$4.675/hr		\$4.935/hr	\$5.78/hr	\$4.675/hr
Service Station Attendant	\$1.75-2.00/hr	\$2.00/hr	\$1.75-2.25/hr	\$1.75- 3.00/hr	\$1.65/hr

Source: Overall Economic Development Program for SEDD Annual Progress Report for 1972, Table 16a

State of Calif., Calif. Communities Labor Market Surveys, 1969-70

ELEMENTS OF THE GENERAL PLAN

GENERAL AND SEISMIC SAFETY ELEMENT

This Element defines public safety problems within the planning area and suggests ways that problems can be solved. The subjects included in this Element are: soils and geology, seismic activity (earthquakes), fire protection and police services. The contents of the Element are designed to meet the needs of the Placerville Planning Area and the requirements of California State Planning Law.

Placerville's topography is a primary factor in this Element. Over 80% of the planning area consists of land with a slope exceeding 15%. Urban development has proceeded in a fairly contiguous pattern from the valley formed by Hangtown Creek, up numerous canyons, to emerge upon the lava capped ridges surrounding the City. The area's steep slopes consist of stable material and present no problem for low density development when proper engineering and erosion control methods are utilized.

Moderate or light seismic activity in the vicinity of the planning area presents no real danger to Placerville because the City is built almost entirely upon a solid bedrock foundation. There are a few structures that are naturally prone to higher safety risk during an earthquake and these should be monitored periodically for soundness and safety.

The City's circulation pattern has been shaped by the area's topography. As a result, it includes many narrow and steep streets. These conditions sometimes hamper access to all areas by modern fire fighting equipment and other emergency vehicles. To provide for the public safety in a growing community these circulation problems must be minimized.

Police services are provided by the City and the County. Fortunately, there are no major security problems at this time. However, the security of future development can be improved by the application of "defensible space" design concepts. It is also possible to improve transportation safety for pedestrians, bicyclists and motorists.

SOILS AND GEOLOGY

The purpose of this section of the Element is to present a general description of the soil and geologic characteristics of the planning area. These characteristics will be evaluated in

terms of suitability for development. Areas requiring particular attention to engineering details prior to development will be noted. This section partially fulfills State Planning Law requirements related to General and Seismic Safety. The information contained in this section is closely related to the Public Health and Safety portions of the City's General Plan Open Space and Conservation Element.

GOAL:

TO PROTECT THE LIFE AND PROPERTY OF THE RESIDENTS OF PLACERVILLE BY CONDITIONING THE USE OF THOSE LANDS HAVING UNACCEPTABLE RISK OF DANGER.

Soils

Soil in the planning area is generally composed of very stable material, providing an excellent base for construction. The stability of the planning area soils is greatly dependent upon ground cover which prevents erosion, slows percolation of water into the soil, and through its root system acts to hold the earth in place.

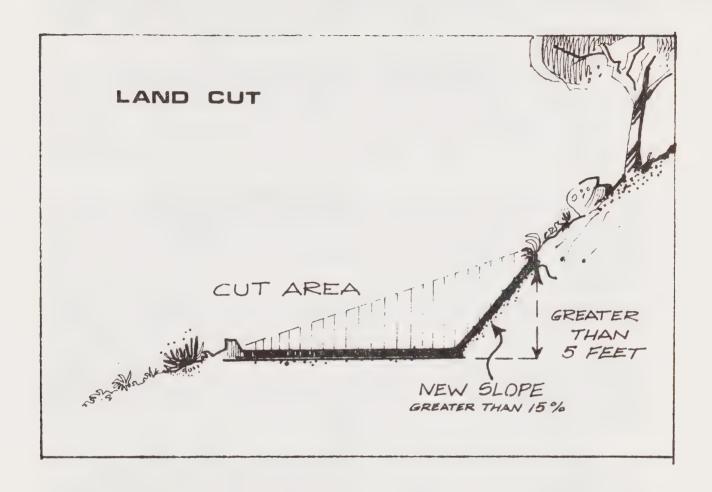
Removing ground cover can lead to major erosion or slumping problems (soil slowly slides), if proper precautions are not taken. Cutting into slopes consisting of stable material can also lead to slumping or even land slides if proper engineering techniques are not utilized. A final cause of slumping is the inadequate compaction of fill material. It is important to note that none of these problems are difficult to overcome nor are they peculiar to the planning area.

The majority of construction projects which call for removal of ground cover or cuts and fills should have plans to limit erosion and prevent ground slips or slides. Projects meeting two of the following criteria would be considered major:

- (a) ground cover is removed to bare soil from, or fill material covers, an area exceeding 0.75 acres,
- (b) is on a slope of greater than 15% (see Figure A),
- (c) involves a cut or fill with a slope of greater than 15%, where the height is greater than five feet, and more than fifty cubic yards of soil is moved (see Figure A).

Prior to construction, a report must be prepared by a site developer which outlines the steps that will be taken to limit soil erosion and prevent ground slips or slides. The City will provide guidelines for control measures and the report format. It is intended that through the use of the City's guidelines, a layman could prepare the required report on most projects.

FIGURE A SLOPE AND CUT ILLUSTRATIONS





The City has an excavation ordinance which specifies requirements regarding cuts and fills. This ordinance shall be strictly enforced.

A great deal of the planning area is in the general location of slopes greater than 15% (see Map 2, page 31. However, a particular site would have to be examined to determine if its slope exceeds 15%.

Geologic Characteristics

The geologic foundation of the Placerville planning area generally provides an excellent base for construction activity. The solidarity of the geologic base is reflected in the stability of the soils above it.

There is no area within the City that could be classified as hazardous for development purposes. However, there are several geologic conditions which require that special engineering techniques be employed.

Melones Fault Zone:

The map on page 33 shows the location of the Melones Fault Zone in the planning area. This is a geologic area 50 to 200 feet wide, of sheared, weathered, and cracked rock of lesser stability than neighboring areas and with a higher potential for ground water flow. Although the chance of a reoccurrance of seismic activity are slight for this zone, the relatively unstable residue and increased capacity for ground water may warrant the use of special engineering techniques during construction.

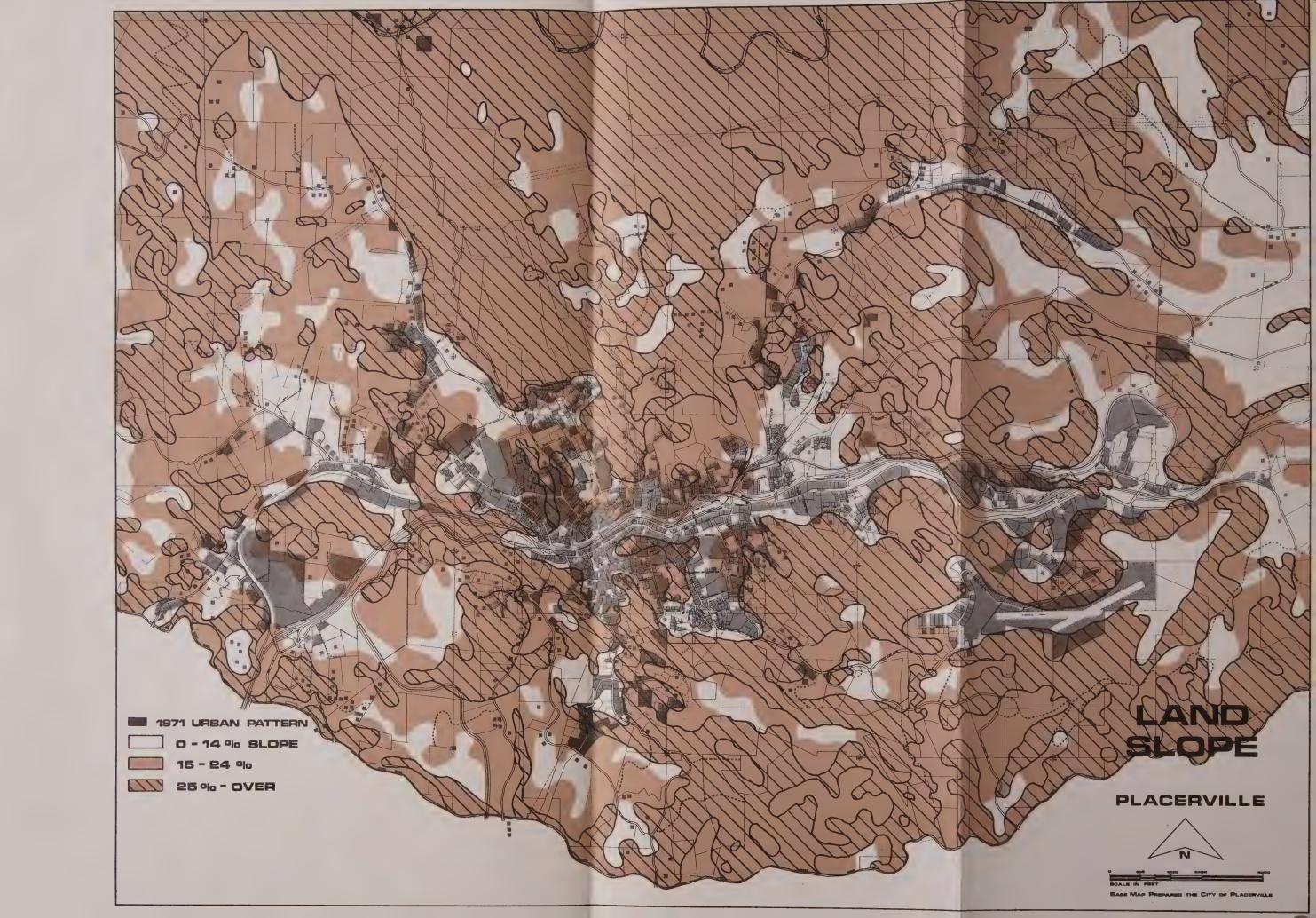
Lava Flow:

In places along the ridges to the northeast, east and south of the City a layer of volcanic rock covers loosely consolidated gravels of a prehistoric streambed. Water which enters the enclosed streambed through the porous lava travels upon an underlying bedrock layer. Where the groundwater surfaces on the sides of canyon walls, unstable soils are likely to develop. Care must be taken to insure that the underground flow is not inadvertantly dammed or tapped as this situation could result in future building damage and public safety problems. The contact area with a potential for this type of damage is shown on Map 3, page 33.

Contact Zone:

The City's Open Space and Conservation General Plan Element points out an area of potential hazard along Highway 193, northwest of the City. The contact zone between two geologic formations is the focus of the problem area and the cause of unstable soil conditions. The adopted Open Space and Conservation Element specifies that "the City recognizes the danger this area





presents and recommends no structural development be allowed in the area until a detailed study is undertaken to specifically identify the unstable (geologic) areas". The study area is shown on Map 3, page 33.

Policies

- 1. Adequate soil erosion prevention practices shall be instituted during major construction projects.
- 2. The City's excavation orinance shall be strictly enforced to insure that the public's health and safety is protected.
- 3. The existence of the inactive Melones Fault Zone shall be indicated to the general public.
- 4. Development in areas of lava capped underground streams must be properly engineered to allow for the free flow of water.
- 5. Identified unstable soils areas should be restricted to open space uses, pending the soils study recommended in the Open Space and Conservation Element. 1/

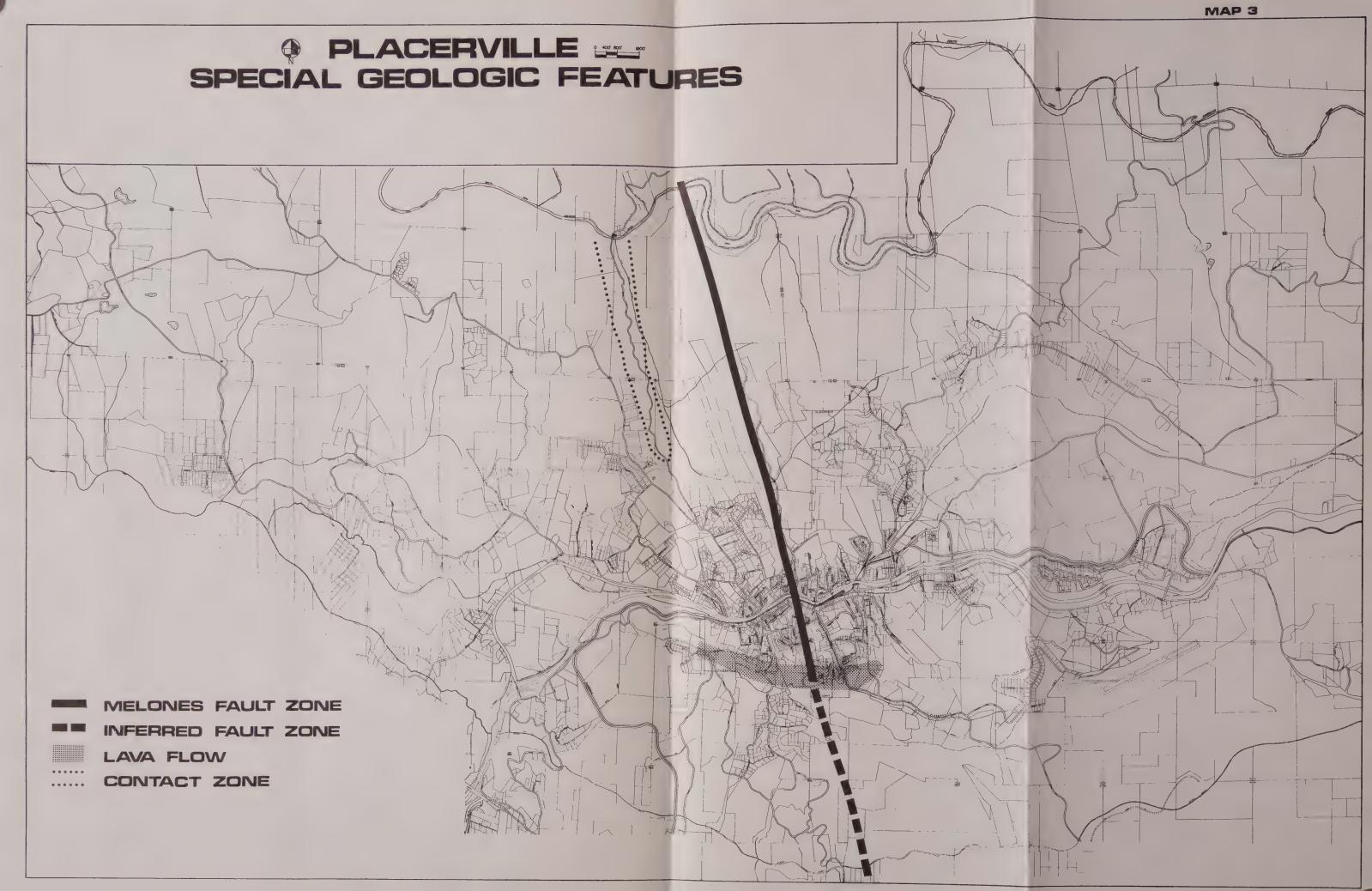
SEISMIC SAFTEY

As a result of legislation recommended by the Joint Committee on Seismic Safety of the California Legislature and enacted in 1971, a seismic safety element is now required as a part of General Plans in general law Cities and Counties and in charter Cities. Evaluation of seismic hazards in the planning area resulted in a determination that Placerville has a very low potential for dangerous seismic activity.

GOAL:
TO INSURE THE PUBLIC'S SAFETY THROUGH PROPER DESIGN
AND MAINTENANCE OF POTENTIALLY HAZARDOUS STRUCTURES
TO WITHSTAND SEISMIC ACTIVITY.

^{1/} The only identified unstable soils area is described in the Open Space and Conservation Element of the City General Plan (June, 1973).





Seismic Characteristics

Placerville is located in an area with a minimal potential for seismic activity or damage from seismic activity occurring elsewhere. One reason for this is that there are no active faults or major earthquake epicenters in the immediate or surrounding Placerville area. There is an inactive zone of faulting called the Melones Fault Zone that extends through Placerville and is continuous for more than 45 miles to the north and to the south (see Map 3, page 33. This fault is currently considered an inactive fault.

The second reason for the seismically secure position of Placerville is that most of the City is built upon firm bedrock. Bedrock material of the type within the planning area is very resistant to movement during the ground shaking of an earthquake. Since the earth will undergo minimal movement, properly designed buildings meeting the criteria of Seismic Zone Two of the Uniform Building Code will be reasonably safe in the event of seismic activity.

Earthquakes of magnitudes indicated by the seismic history of this region can be resisted by reasonable structural design. However, the following types of structures may be hazards if ground shaking from a major earthquake did occur: water storage reservoirs, above ground petroleum products storage tanks and retaining walls. Consideration should be given to insure that these types of structures are properly constructed and maintained to preclude any danger to the public safety.

Policy

l. Water reservoirs, above ground petroleum products storage tanks and retaining walls shall be constructed and maintained in a manner that insures public safety in the event of a major earthquake.

FIRE PROTECTION

This section of the General and Seismic Safety Element will focus on fire protection in the Placerville area. Specifically, facts which contribute to the level of fire protection will be examined. Recommendations will be made for the solution of current problems.

GOAL: TO PROTECT LIFE AND PROPERTY BY PROVIDING AD-EQUATE FIRE PREVENTION MEASURES AND SERVICE WITHIN THE PLANNING AREA.

Fire Service in the Planning Area

Organized fire protection in Placerville began in 1853 with the formation of the Neptune Hose Co. No. 1. In 1856, the first hand operated engine was purchased after a fire destroyed a large portion of the central business district. Throughout its history and continuing today, the fire department has been primarily staffed by local volunteers. The department has been commanded by a full-time fire chief since 1963 and has had a small paid staff since 1972. The City of Placerville provides service to the Fire District (outside of the City) by contract. The area serviced by the Placerville Fire Department in 1973 includes the entire planning area.

The fire protection district covers 22 square miles including the City's 4.5 square miles.

The fire station is located at 3034 Sacramento Street. Response time from this station to the boundaries of the fire district does not normally exceed 10 minutes. Ideally, response time should not exceed 6 or 7 minutes.

Fire Hazards in Undeveloped Areas

A considerable amount of the fire district is covered by natural vegetation. The steep topography coupled with drying weather conditions and natural vegetation during the summer months can pose a considerable fire hazard. These areas are adequately serviced by the fire district.

A somewhat more detailed account of this particular safety hazard is presented in the Open Space for Public Health and Safety section of the Open Space and Conservation Element of the General Plan. This Element was adopted in June of 1973. The Element includes a map of areas with a high fire hazard.

Community Design Considerations

Placerville's street system is a legacy of its past. The very narrow streets in the older central area of Placerville radiate outward following the topography of this mountainous City. While the streets contribute to the City's character, in general they provide very poor access for emergency vehicles.

New streets constructed by or dedicated to the City should meet City subdivision standards. These widths will allow adequate room for the movement of emergency vehicles and in most instances parking on either side of the street.

Older streets within the planning area should be widened to meet the City subdivision standards wherever possible. Where streets cannot be widened, parking should be limited. Streets of less than 26 feet in width, but greater than 18 feet in width should have parking allowed on only one side. Streets of less than 18 feet in width should not have on-street parking. When measuring street width, right-of way should be included when it is unobstructed and used for parking. Obstructions would include trees, planted areas, shrubs, curbs, sidewalks, etc.

All dead-end streets should have a minimum turning radius of 40 feet at their end. This is the smallest radius within which a fire truck can easily turn around. Existing dead-end streets with turning radii of less than 40 feet should not have on-street parking.

Site plans for subdivisions, medium, and high density residential developments and commercial developments should be reviewed by the fire chief or his designate to insure that due consideration has been given to access for emergency vehicles and personnel as well as for swift evacuation from burning buildings.

Street Signs and Numbering

The current absence of a uniform street sign and numbering system has resulted in emergency vehicles having difficulty when trying to locate an address to which they are called. Minutes can often mean the loss of a home or a life. It is imperative that this situation be rectified. A program should be established to specify and implement a uniform system that would include:

- (a) a consistent progression of street numbers,
- (b) a minimum size for address signs located so as to be visible from the access street,
- (c) a specific size, height and location for all public and private street name signs.

To be most effective the City's street sign and numbering system should be coordinated with the County's.

Interjurisdictional Cooperation

Detailed interjurisdictional assistance plans have existed for many years. These plans have been designed to meet the requirements of the State Office of Emergency Service.

Recently, these required mutual aid plans have been voluntarily augmented to include automatic mutual response by Pollock Pines, Pleasant Valley, Diamond Springs, and the California Division of Forestry.

Fire Insurance Rating

The present fire insurance rating of the major portion of the City is a Class 5 rating. The rest of the City and the entire Fire Protection District outside the Class 5 area has a Class 8 rating. The two different rating areas are shown on Map 4, page 38. Essentially the differences in the rating is dependent on the location of fire hydrants. To improve service and the City's rating the fire hydrant and water system is being expanded.

Policies

- 1. Future fire stations shall be located so that all areas of the Fire District can be reached within seven minutes running time.
- 2. Adequate access should be provided for emergency vehicles to all areas of the City, specifically:
 - (a) New streets constructed by or dedicated to the City should be designed to meet City subdivision ordinance standards.
 - (b) Existing public streets should be upgraded to meet City subdivision ordinance standards wherever possible.
 - (c) Parking shall be restricted on streets of less than 26 feet in width. 2/
- 3. All street signs and numbers within the City shall be a part of a uniform system.
- 4. The City's street sign and numbering system should be coordinated with the County's.
- 5. The City shall participate in mutual aid agreements and programs.

^{2/} The "street width" includes all unobstructed right-of-way. Obstructions would include trees, planted areas, shrubs, ditches, curbs, sidewalks, etc.



6. The City shall continue to upgrade the fire hydrant and water system and encourage all water districts in the Planning Area to do likewise.

POLICE SERVICES

There are a number of building and site design factors which can contribute to security and police efficiency. Poor security design can lead to higher operating costs in terms of vandalism and burglary, and higher costs to the public for increased police manpower to patrol high crime rate areas. This section presents the concept of designing with security in mind and suggest ways the City could institute a program to implement this concept.

Transportation safety is also discussed in this section. Ways of improving safety for the three major transportation modes within the Planning Area are discussed (automobile, bicycle and pedestrian).

GOAL: TO PROTECT THE LIFE AND PROPERTY OF THE PEOPLE OF THE CITY BY PROVIDING ADEQUATE POLICE SERVICES.

Police Services in the Study Area

The Placerville Police Department is the responsible agency for the City, while the El Dorado County Sheriff's Department is the responsible agency for the rest of the planning area.

Until the late 1930's or early 1940's, the Police Department consisted of one man who was the law marshall. The department was reorganized to consist of a Police Chief and a few officers in the 1940's. The growth of the City and the complexity of problems now handled by the Police Department has led to today's excellent modern force of 21 men and women and a police reserve force of 10 men (December, 1973).

Defensible Space

Residential Areas:

Residential areas should be designed so that adequate police services can be provided. Such design consideration can create a defensible space, which simply means that it is easily patrolled and minimizes burglary access points. The security of existing areas can be improved through the proper use of street lighting.

Commercial Areas:

In commercial areas, development should be planned so that access is in the proper location. Driveways should be located for proper sight distance and easy access to streets. During the hours of operation, the following items should be considered: lighting of the commercial enterprise and parking area, and alarm systems. After hours operations should include adequate lighting of the outside of the building and proper locking devices for buildings.

Design Review:

To insure that "defensible space" design features are given proper consideration, the Chief of Police or his designate should review site and building plans for all subdivisions, medium and high density residential developments as well as commercial and industrial areas. This review should take place prior to the issuance of building permits. Design recommendations would be advisory only.

Pedestrian Safety and Bicycle Safety

Pedestrian safety is an important factor in police services. Separation of vehicle movement and pedestrians should receive proper consideration. Sidewalks and crosswalks should be built or placed in areas of expected pedestrain movement. Education is an important factor in pedestrian safety. The Police Department has an educational program for local schools which should be continued.

Bicycle safety is becoming one of the more important policy services as more bicycles are being used every day. Bicycle paths should be designed for easy access and separation from motor vehicle movement. Safe and secure parking for bicycles should be planned and implemented.

Warning Devices

Proper signs or other devices should be installed and maintained in locations to warn pedestrians, bicyclists, and motorists of dangers, movements, and regulations.

Motorist Safety

Streets should be designed with proper widths, grades and lanes. Intersections should be designed for maximum sight distance.

Handicapped Persons

State law specifies that provision shall be made for the unassisted access into public buildings by handicapped persons; and, that City streets shall be designed to accommodate the

special needs of the handicapped. This law was passed to insure that handicapped persons have a reasonable opportunity to participate in normal community life and to move about as independently as practical. The City should institute a program to implement this law for the safety and welfare of handicapped persons within the Planning Area.

Policies

- 1. Residential areas should be designed so that adequate police services can be provided.
- 2. The design of an industrial development should be reviewed by the Police Department in an advisory capacity to insure maximum security.
- 3. Separation of vehicles and pedestrian movement will be fostered.
- 4. Bicycle lanes will be provided where feasible.
- 5. The City will provide adequate signing and signal devices for safe movement of vehicular and pedestrian traffic.
- 6. The City will implement a program to provide unassisted access into public buildings by handicapped persons and to modify City street design to accommodate the special needs of the handicapped.

^{2/} Calif. Government Code, Chapter 7, Div. 5, Title 1 commencing w/section 4450, and Health and Safety Code, Division 13, Part 5.5, commencing w/section 19955

Noise ELEMENT

Noise can be broadly defined as unhealthy and unwanted sound. This definition recognizes that differentiation between wanted and unwanted sound may vary from person to person. The purpose of this element is to describe existing and potential future noise sources and to develop goals, policies, and standards for mitigating their impact.

The need for controlling noise has resulted in the enactment of State Legislation requiring a Noise Element as part of a general plan. This legislation requires that noise contours be developed for present and projected major transportation facilities. This is to include noise from highways and freeways, and rapid transit systems, such as railroads and airports.

The Noise Element is closely related to the General Plan Circulation, Land Use, and Housing Elements since it provides noise standards for the compatibility and location of land use. Noise level standards can also be an important factor in the location of transportation facilities, such as local airports and highway re-locations.

Goal: TO MINIMIZE ANY UNPLEASANT, INJURIOUS, AND UNNECESSARY IMPACTS OF NOISE.

Noise Measurement and Standards

Noise is measured as the volume of sound measured in decibels (db) on a logarithmic scale. This means that for each increase of 10 db, sound increases ten times in intensity. For the purpose of this report, sound is measured on the "A" scale which closely correlates with the loudness of sounds perceived by the human ear. Some examples of common sound and their db level are provided on Table 13 below.

TABLE 13

Common Sound Levels

Soft Whisper	30	db
Conversational Speech (3 feet)	60	db
Automobile 55 mph (100 feet)	72	db
Diesel Truck 55 mph (100 feet)	80	db
Freight Train 20 mph (100 feet)	86	db
Jet Plane (100 feet)	135	db

Noise standards are sound levels that are intended to serve as a basis for minimizing the impact of noise on land use. Because of the variation in the way people react to noise, it is impossible to determine general limits acceptable to all people under all circumstances. However, sufficient information is available to suggest limits within ranges which are acceptable to most people and for most environments. This information is derived from studies by the California Department of Health and is shown on Table 14 below.

TABLE 14

DESIRED MAXIMUM EXTERIOR NOISE LEVELS FOR VARIOUS LAND USES

Location	Noise Level Day (7 am - 7 pm)	db (A) Night (7 pm - 7 am)
Rural Residential and		
Open Space	45	35
Suburban Residential	50	40
Urban Residential	60	45
Commercial	65	55
Industrial	70	60

Source: A Report to the 1971 Legislature on the Subject of Noise, California Department of Public Health, Sacramento.

These maximum acceptable noise levels depict exterior ambient levels of sound that people will tolerate without undue complaint for an indefinite period of time.

Current Noise Sources and Patterns

The principal noise sources in Placerville are typical of those found in other California communities; local street and freeway traffic, freight train railway lines, and general aviation noise from the City airport. In addition to these noise sources generated by the transportation system, construction n noise, barking dogs, air conditioners, and community gatherings, such as football games, are other noise sources.

The Placerville planning area is crisscrossed by three major highways; U. S. 50, which runs west and east; State 49 which runs north and south through the City, and State 193, which branches off of State 49 north of the City. Automobile and truck traffic traveling along these three routes are a major source of noise in the City. The noise along these three routes have been plotted in Map 5, using contour lines to illustrate noise levels.

As can be seen from Map 5, only minor conflicts between highway noise and adjacent land uses presently occur. The two most important of these conflicts involve the residential land use immediately north of Highway 50 and with residential land use between Clay Street and Mosquito Road, also north of Highway 50. 4/ Both of these areas have noise levels in the range of 75 db; however, few complaints have been reported from these areas.

Rail operations within Placerville are limited to freight service only and are divided between the Camino, Placerville and Lake Tahoe Railroad and Southern Pacific. The former of these two carrier services is limited to the hauling of lumber from Camino and Smith Flat to the Southern Pacific Depot in Placerville. Operations are generally limited to twice a day and speeds do not exceed 20 mph.

Noise from railway operations consists of sound from the track, diesel engine, and whistle. The noise level from these sources has been determined to be 86 db at 100 feet. 5/ As can be seen from Map 5, nearly one-third of the City lies within the 65 db noise contour. Included within this contour level are American River College, Community Hospital, El Dorado High School, and Schnell School. However, under existing railway operations, none of these areas have complained about noise from this source.

Future Noise Considerations

The inter-relationship between noise sources and adjacent land uses sensitive to noise should be reciprocal. High level noise sources should not be located in the vicinity of areas requiring low noise levels. Conversely, hospitals, parks, schools, and other noise sensitive uses should not be located adjacent to high level noise sources. This policy can best be adopted by amendment to existing zoning district classifications so as to include permitted sound levels.

Automobile and truck traffic have been shown as being the major sources of noise in the community. Unfortunately, there are no existing route alternatives that would reduce noise levels in noise sensitive areas along U. S. 50. As a means of minimizing future conflicts, the City should encourage the use of acoustical construction and/or highway noise barriers for residential land uses within 500 feet of U. S. 50. This recommendation is based on findings by the California Department of Health

Based on a partial plotting of highway noise contours up to February 1, 1974.

^{5/} Based on noise monitor reading from the California Highway Patrol, January 29, 1974.

that have shown that residential use within 500 feet of freeways is generally imcompatible. In addition, the proposed re-routing of State Highway 49 should be investigated for noise impact on proposed land uses.

Buffering of noise sources from adjacent land uses can be an effective technique of reducing noise levels along highways. Buffering can be accomplished in three ways; construction of solid dense walls, construction of earth mounds, and landscaping. The use of buffering may hold particular promise around the El Dorado County Fairgrounds where noise produced from auto races and other events is a particularly irritating source of noise pollution. The use of buffering in this and other noise sensitive areas should be investigated.

Airport related noise from the Placerville Airport is not currently a major problem. Minor noise problems, however, do occasionally occur when the airport is used by the U. S. Forest Service as a refueling base for its borate tankers. Based on projections by the Sacramento Regional Area Planning Commission, aircraft operations can be expected to double within twenty years. 6/ The City should seek the cooperation of the El Dorado Airport Land Use Commission to insure that noise levels are considered when planning surrounding land uses. Aircraft noise contours should be plotted around the airport so as to determine noise sensitive areas.

Noise transmitted between homes or apartments can be a particularly annoying type of noise. Acoustical standards should be considered which would establish minimum sound insulation levels to control sound transmission from within and from outside structures. Such standards may be particularly timely as the density of residential units within the City continues to increase.

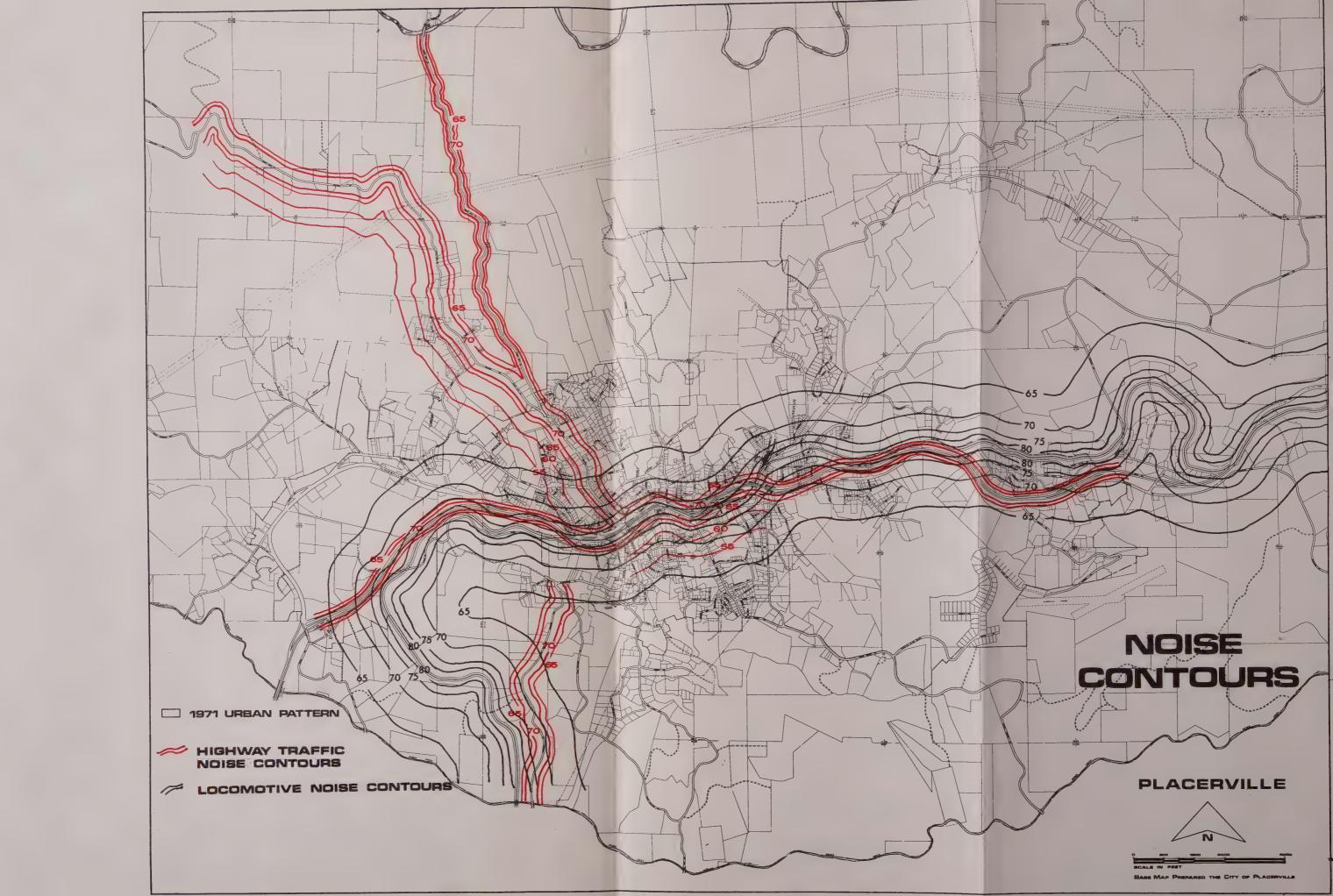
There are several nuisance type noise problems in the City, the most common being construction noise and barking dogs. Construction noise is a particularly irritating source of noise pollution due to its high intensity and short duration. Currently, the City has no ordinance limiting the hours of construction noise. In addition, barking dogs have been a frequent source of nuisance complaints. An ordinance regulating these types of nuisance noises is needed.

POLICIES

1. Adopt noise level standards into the City Zoning Code to serve as guidelines for desired noise levels.

^{6/} Source: SRAPC, Technical Report "A", Regional Aviaition Systems Plan, July, 1973

- 2. Encourage the use of acoustical construction and/or highway noise barriers to minimize future land use conflicts within 500 feet of both sides of U. S. 50.
- 3. The use of solid barriers, earth mounds, and vegetation should be utilized as a means of screening noise sources from adjacent land uses.
- 4. The proposed re-routing of State Highway 49 should be investigated for noise impact on proposed land uses.
- 5. Recognize the impact of Placerville Airport as a noise generator and encourage acoustically compatible land uses and noise attenuation within the vicinity of the airport.
- 6. Enact acoustical standards so as to establish minimum sound insulation levels to control sound transmission from within and outside of structures.
- 7. Enact an ordinance limiting residential construction noise to specified daylight hours.
- 8. Enact an ordinance to control nuisance noise, such as barking dogs and other noise sources.



OPEN SPACE AND CONSERVATION ELEMENT

The adopted Open Space and Conservation Element of the City of Placerville is a positive statement by the community in response to a desire to maintain and enhance the natural elements in the planning area that provide the quality of life characteristic of the community. The City must assume responsibility for assuring that its continued growth and development, while consistent with the overall public welfare, is accomplished with due consideration to the appropriate utilization of open space and conservation of natural resources. This Element fulfills the need for a long-range plan by which the City can assure it fulfills this responsibility.

A separate General Plan Open Space and Conservation Element was adopted by the City in June, 1973. A portion of that Element is reproduced here with minor changes in format to achieve consistency with other General Plan Elements. This summary comprises a goal, inventory, and policies for open space in the following four categories:

- 1) Open Space for Outdoor Recreation.
- 2) Open Space for the Managed Production of Resources.
- 3) Open Space for the Preservation of Natural Resources.
- 4) Open Space for Public Health and Safety.

OPEN SPACE FOR OUTDOOR RECRATION

Outdoor recreational open space is public or private land that is used or has potential use for recreation. Recreation has many forms and includes a variety of activities. Lands for recreational open space that have a variety of forms and uses and should be designated in sufficient quantities to meet the varied needs of the community.

GOAL:

TO PROVIDE SUFFICIENT AREAS FOR A RANGE OF RECREATIONAL OPPORTUNITIES TO MEET THE POSSIBLE NEEDS OF AN EXPANDING POPULATION AND TOURISM.

Inventory and Evaluation

The City of Placerville currently has a park system and landscaped areas that provide outdoor recreational opportunities to the community. (See Map 6 for location)

FIGURE B

Parks		Landscaped Areas
Bedford Park Lumsden Park Lions Club Park Rotary Park City Park Bennett Park	63.0 acres 5.0 acres 23.0 acres 3.8 acres 2.5 acres 10.0 acres	Carson Road and Broadway Carson Road and Rosier Way Mini Park at Inter-county Title Co. Locomotive at Spring Street Bedford Avenue and Highway 50 Hangtown Creek from Canal Street to Bedford Avenue Park at Bedford
Total:	107.3	Avenue and Main Street

The City is also fortunate to have in such close proximity the numerous recreational opportunities provided by the El Dorado National Forest. However, it is recognized that the highest demand for recreation occurs in the after-work and weekend hours and the national forests do not provide easy access to and from facilities most utilized by the young and elderly. Recreational areas in the El Dorado National Forest are a valuable asset to the City but it is recognized they do not provide the recreational facilities that a city park system is expected to provide.

By national standards for park acreage per population, the City is well above standard. However, total acreage should not be the only criteria to determine park needs. Location of the park sites and the facilities available relative to the needs and desires of the people should be given more weight in determining the community's park needs. The City of Placerville currently is at the limit of park development, the limit being set by the fiscal capability of the City to maintain the present park sites. Within its fiscal capability, the City will continue to maintain its current park system and develop these sites to their full potential so that the City will realize maximum benefits from the present sites. Future sites will be planned for and provided as the population increases and when economically feasible. These future sites will be carefully evaluated and placed only after it has been determined that full consideration has been given to the needs and desires of the community's residents.

Since it is presently at its limit in the maintenance and development of parks, the City is fortunate to have agreements with the school districts for the use of the school playground facilities during non-school hours. (See Map 6 for location) The City can thus expand its recreational opportunities without

additional financial obligations and at the same time make more efficient use of the playgrounds existing in the City. The City will continue these agreements with the school districts and also closely coordinate the future locations of school and park sites.

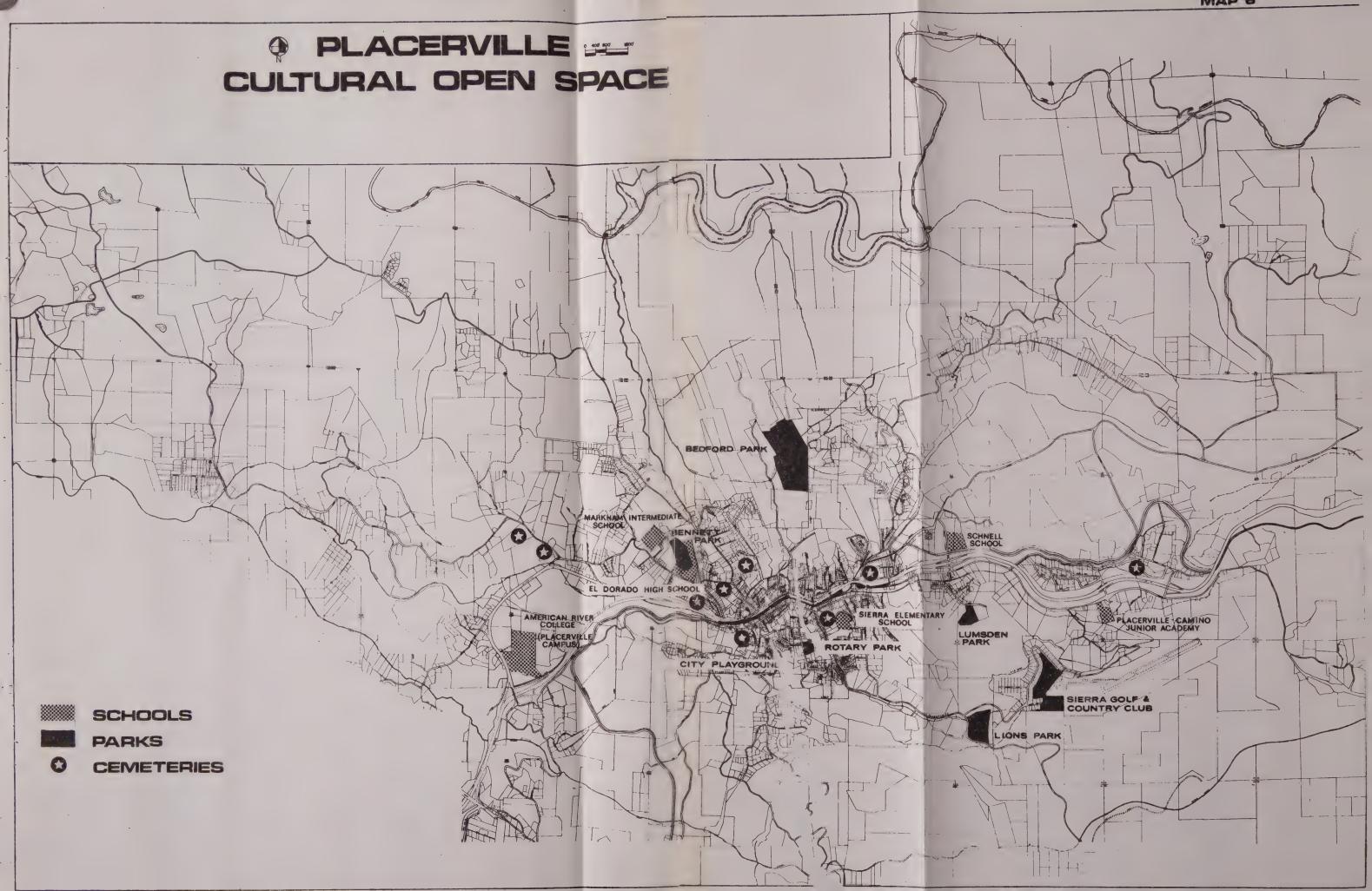
The City of Placerville has a rich history that is desirable to maintain and preserve so the residents may have a sense of the unique heritage and chacter of the community. Identification and/or preservation of historically significant buildings, sites and articles will insure that future generations will have tangible evidence of the City's history. The history of the City is also a part of those events that are significant in the history of the State of California. Therefore, the City attracts many visitors from outside the Placerville area. Presently, the City realizes a substantial business from the tourist and traveler and recognizes that this will increase in the future as people have more leisure time and greater mobility. The City will encourage all efforts to preserve and maintain the historically significant sites to assure the heritage of Placerville is preserved and to provide economic benefits to the City from an increasing tourist trade.

The existing cemeteries provide a form of open space and, for many people, are of historical interest, especially in the City of Placerville. (See Map 6 for location) The City recognizes the open space value of cemeteries and will continue to regard them as open space type uses.

Policies

- 1. Develop and maintain the current park system to realize the full potential of existing park sites.
- 2. Provide and maintain park sites, as the need arises, in those areas not adequately served by park facilities.
- 3. Encourage continued cooperation among the Parks and Recreation Commission, School Districts, and all other public interest groups to maximize the recreational opportunities in the City.
- 4. Recognize the historical heritage of Placerville and seek means to assure that the heritage is preserved.
- 5. Recognize that cemeteries provide a form of open space and protect them from conversion to non-open space uses.







OPEN SPACE FOR THE MANAGED PRODUCTION OF RESOURCES

Lands for managed production of resources are those areas of economic importance for the production of food and fiber, and other commodities, and those areas required for the recharge of ground water basins. With increasing population continually creating greater demands on producing resources, it is apparent that wise management of these resources for their most efficient use is necessary.

GOAL:

TO ACHIEVE A BALANCED UTILIZATION AND CONSERVATION OF NATURAL RESOURCES WHICH MEETS THE ECONOMIC, SOCIAL, AND PHYSICAL NEEDS OF THE CITY.

Inventory and Evaluation

Agricultural lands are usually considered a major producing resource that should be protected. Within the Placerville planning area there are approximately 1,500 acres that have been placed in Agricultural Preserves as authorized by the California Land Conservation Act of 1965 (Williamson Act). Although there are very few areas of prime agricultural lands by technical definition, agriculture has long been a recognized form of livelihood in the Placerville area. Despite pressures for alternative land use, agriculture has been and should continue to remain an important segment of the Placerville economy. Agriculture in the Placerville area traditionally has been characterized by specialized intensive type crops and there is evidence to believe that this situation may well continue. Present viable agriculturally related activities such as Apple Hill roadside marketing and the Christmas tree industry indicate the variety of economic activities possible. The introduction of vineyards into the area has promises of becoming an important agricultural activity and an asset to the Placerville community. The City recognizes the importance of agriculture and agricultural activities and will support and promote them wherever possible.

Presently, there are sand and gravel extraction operations in the planning area. Historically, sand and gravel operations have been unsightly and have left ugly scars on the landscape. These conditions were considered acceptable because of the necessity of the materials, but public opinion is becoming increasingly opposed to these conditions. The City recognized the importance of these extractive operations but will place appropriate conditions on the operations to minimize the nuisance features and to require rehabilitation of the site, compatible with the character of the area, which would leave the site capable of reuse.

There is a small granite quarry site in the City but it is anticipated the operation will be worked out in approximately five years. Gold mining historically was the primary "industry" of the area but dwindled in importance as the operations became economically unfeasible. Geological studies indicate that there are still substantial gold deposits in the area. If the price of gold reaches a level making mining operations economically feasible the Placerville area could experience a rebirth of the gold mining industry.

Domestic water for the City of Placerville is supplied by the El Dorado Irrigation District (EID). The City has its own treatment plant and supply lines which serve approximately 75% of the City residents. EID serves the remaining portion of the City's residents directly on a metered basis. Water quality is considered excellent although the water is treated as required by the State Department of Public Health. There are no anticipated water supply problems in the foreseeable future as EID has sufficient water rights on the south fork of the American River. The City recognizes the importance of quality domestic water and will encourage continuation of practices to maintain and protect ground and surface water quality.

Policies

- l. Protect significant sand, gravel and other mineral deposits from incompatible development and condition future extraction operations to minimize impact on the environment.
- 2. Encourage development of the gold mining potential of the Placerville area.
- 3. Protect ground and surface water quality by promoting sound anti-pollution practices.
- 4. Promote and encourage agriculture and agriculturally related activities in the Placerville area.

OPEN SPACE FOR THE PRESERVATION OF NATURAL RESOURCES

Open space for preservation of natural resources includes areas required for the conservation of plant and animal life, including habitats for fish and wildlife species, and natural waterways and stream banks. The open space value of these areas is realized when they remain in a natural state or under managed cultivation. Conservation of these areas is necessary for their continued use and enjoyment by the present and future residents of the community.

GOAL: TO ENHANCE THE NATURAL ENVIRONMENT WITH SPECIAL ATTENTION GIVEN TO MAINTAINING THOSE NATURAL ELEMENTS WHICH CHARACTERIZE THE CITY.

Inventory and Evaluation

The City of Placerville is located in the Sierra foothills and is fortunate to have a variety of natural elements and topographic features within the City. The unique character of the City lies in the historic past and present geographical setting. The City recognized those elements that provide the attractive living features and may protect these elements for their continued enjoyment.

Due to its geographical setting, the City enjoys numerous species of birds and wildlife within and adjacent to its area of jurisdiction. Although some wildlife exists in all undeveloped areas, certain areas have greater value for wildlife. Areas identified as having special significance as wildlife habitat should be recognized.

Hangtown and Cedar Ravine Creeks are the City's most distinctive natural resources. Natural waterways are especially valuable in areas with climates characterized by long hot summer days, if for nothing else than the visual impact of running water. Hangtown Creek unfortunately runs through the commercial areas of the City where due to limited amounts of developable land, the Creek is slowly being covered to give additional area for development. The City recognizes the value of the Creeks but also realizes the necessity of expanded development for the future of Placerville. The City will prohibit the pollution of the Creeks so that enjoyment of the Creeks will be possible in those areas where they are not covered.

The proximity of Weber Creek is an asset for the City as its natural beauty can be enjoyed by the community's residents. The Weber Creek area as well as other areas with good representations of plant and animal communities are valuable to modern man as he is increasingly removed from the natural state of the environment. Protection of these lands in their natural state will allow the City's residents to observe, enjoy and study relationships in the natural communities. The City is aware of EID plans for a water storage facility on Weber Creek and realizes that such a project would constitute a change in the natural environment. However, the City feels the proposed project is compatible with the City's desire for the Weber Creek area to remain in as natural a state as possible. The City will also encourage development of a site with a representation of plant and animal communities for use as a natural study area.

The City of Placerville, as stated previously, enjoys a variety of natural elements and the abundance of trees in and around the City have to be considered one of the more valuable natural elements. The preservation of trees is important to maintaining the character of the City; however, it is recognized that at times construction necessitates removal of some trees. The City will encourage planting of trees to assure the maintenance of the positive visual appearance of the City.

Policies

- 1. Encourage preservation of those areas identified as providing significant habitat for wildlife.
- 2. Encourage the maintenance of Weber Creek in as natural a state as possible to preserve wildlife and rugged beauty.
- 3. Prohibit the pollution of Hangtown Creek and Cedar Ravine Creek.
- 4. Encourage private efforts in tree planting and land-scaping in appropriate areas of private lands.
- 5. Encourage development of an area with a good representation of plant communities and wildlife for preservation as a nature study area.

OPEN SPACE FOR PUBLIC HEALTH AND SAFTEY

Open space for public health and safety are those lands that are maintained as open space in order to protect the public from the inherent hazardous characteristics of the land. These characteristics include earthquake faults, unstable soils, flood plains, watersheds, and high fire risk areas. The justification for restricting the use of certain lands is based on the City's legal responsibility (police power) to protect a person from unwise land use decisions made by himself or others. It has been repeatedly demonstrated in California and across the nation that unrestricted development in hazardous areas often results in high property damage and death. Provisions that allow designation of hazardous areas in open space assure public health and safety.

Goal

TO PROTECT THE LIFE AND PROPERTY OF THE RESIDENTS OF PLACER-VILLE BY CONDITIONING THE USE OF THOSE LANDS HAVING UNACCEPT-ABLE RISKS OF DANGER.

Inventory and Evaluation

The geographical setting of the City of Placerville provides many desirable natural elements but also contains conditions that are potentially hazardous for human development and habitation. Any area that contains a variety of topographical features is susceptible to the problems that are inherent in the various land forms. The City recognizes these limitations and will consider the necessary steps to assure the public is protected from all unnecessary hazards.

The City of Placerville is located in an area having several identified geological formations. These formations are relatively stable although there is an inactive fault zone lying in the general area of the Bedford Road - Clark Street alignment (See Map 3, page for location). This fault zone, though inactive, has the p potential for seismic activity, a condition that must be recognized in any construction plans for the fault zone area. The City recognizes their responsibility for the public safety by preparing and adopting a Seismic Safety Element.

Several geologic formations in the area and variations in topography create potential for unstable soil conditions. One such area has been identified in the northwestern area of the planning area along Highway 193. (Seel Map 3 for location.) The City recognizes the danger this area presents and recommends no structural development be allowed in the area until a detailed study is undertaken to specifically identify the unstable soil areas.

The City of Placerville is characterized by a variation of topography with many undeveloped areas covered with trees and underbrush. This vegetation, while providing a positive visual asset, creates a potential fire hazard during the dry summer months. Many factors are taken into consideration when attempting to delineate those areas possessing a potentially greater risk than other areas. Availability of fuel, degree of slope, weather conditions, and wind turbulence are some of the more common factors used in determining fire potential. Man-made improvements designed to more effectively combat fires are not included, as the fire potential is not lessened; only the fire fighting capability is increased.

Preliminary inventories indicated there are areas within the Placerville Planning Area possessing characteristics that place them in a high fire risk area (See Map 3 for locations). The State of California is currently preparing a report on fire potential of the State's wildlands. The report will present criteria that will be used in defining fire risk areas of various degrees. Upon release of the report, the City will evaluate the adaptability of the State criteria for the Placerville area and implement those measures necessary to minimize danger to life and property in identified high fire firsk areas. Fire hazards are further discussed in the General and Seismic Safety Element of this General Plan.

Pollution of ground and surface water supplies by ineffective or improperly designed or located sewage facilities are also a public health and safety concern. The City recognizes its responsibility to protect public health and will continue to provide city sewage facilities to all urban-type developments within the city limits.

Policies

- 1. Take appropriate steps to assure public protection from areas with potential seismic hazards and unstable soils.
- 2. Require appropriate measures to minimize dangers in identified high fire risk areas.
- 3. Protect public health by taking necessary steps to assure surface and ground waters are not polluted.

HOUSING ELEMENT

The Housing Element of the General Plan provides guidelines for decisions regarding future needs for housing in the City. It is concerned with the number and type of housing units needed, housing stock projections, land requirements, and organizational structures to provide for the diverse housing requirements of the community. It is the City's official statement of policy for dealing with all housing and residential matters.

The Placerville Housing Element was adopted in August of 1972. Because of the relative recency and completeness of that Element, no new studies have been made for this General Plan. That previously adopted Element should be referred to for all background findings, program alternatives and other data. This section is only a summary of the existing Element with minor changes in format to achieve consistency with other General Plan Elements. Comments have been made where appropriate regarding significant actions taken since the 1972 adoption of the Element.

Element Concepts

The following are the goals, policies, major findings and recommendations of the Housing Element. The body of the Element contains the data and analysis upon which these findings are based. For a complete understanding of the bases for these recommendations, the reader should refer to the appropriate section in the separate Housing Element document.

The Element concepts and the supporting text are grouped under two general headings: 1) Residential Development, and 2) Housing. It needs to be emphasized that this grouping is only a literary convenience. In actuality, the City's housing problems and solutions are inseparable from considerations of the quality, location, and costs of residential developments.

RESIDENTIAL DEVELOPMENT

GOALS: AN EFFICIENT RESIDENTIAL PATTERN OF LAND USES, STREETS AND FACILITIES.

SAFE AND ATTRACTIVE RESIDENTIAL AREAS.

PROTECTION AND PRESERVATION OF THE NATURAL AMENITIES OF THE CITY.

A HIGH LEVEL OF PUBLIC FACILITIES AND SERVICES.

Major Findings

- 1. The City has a large number of inadequately constructed streets which are difficult to bring up to an acceptable standard or to extend to service further developments.
- 2. There is a large amount of vacant, potentially buildable land, which, until now, have been relatively difficult to develop, partially as a result of the lot splitting practices which were prevalent within the City. One result is a lack of appropriate and adequately serviced land for residential development.
- 3. As a result of the inadequate street system, there are difficulties in properly serving and protecting some residential areas.
- 4. Utilities in some areas are not capable of being extended, due to terrain, sizes of existing facilities, and resultant costs.
- 5. Residential developments in the City are discontiguous and add to the costs of providing adequate services and utilities to the residents.
- 6. Access to some residential developments is inadequate and particularly difficult for pedestrians.
- 7. The General Plan of the City was adopted in 1962. Since that time it has not been systematically and rigorously reviewed to insure that it does, in fact, reflect the City's desires and policies as to the desirable amount, directions and character of growth.

Recommendations

- 1. Completion of General Plan review; update and inclusion of the following new mandatory elements:
 - a conservation element > adopted, December, 1973
 - an open space element
 - a noise element

- a seismic safety element
- a general safety element

With the adoption of this revised General Plan, the above recommendation has been implemented. The revised Land Use Element speaks to residential development, as does the new Circulation Element.

2. Evaluation and modernization of provisions of the zoning ordinance, i.e., inclusion of planned unit development concept with standards appropriate to steep slopes.

The City adopted a Planned Unit Development ordinance in October 1973.

- 3. Evaluation and revision of the City's zoning map to insure consistency with the updated General Plan and, further, to insure the availability of adequate and appropriate lands to meet future demands (particularly for apartments and mobilehomes).
- 4. Evaluation and revision of the City's subdivision regulations to incorporate hillside development standards.

Policies

- 1. Housing developments will be guided in their locations and design to insure the least possible detrimental effect on the City's physical environment and natural resources.
- 2. An adequate amount of appropriate and easily accessible land will be made available to insure the continued growth of the City's housing stock.
- 3. The full development of suitable, close-in and skippedover land will be promoted before those lands further removed from the existing urban areas.
- 4. All street improvements and extensions will be built to standards which will assure an adequate circulation system, and further will insure adequate access to presently undeveloped lands.
- 5. All future utility improvements and extensions will be built to standards which will insure continued adequate service to existing residential areas and, further, will permit their extension to future residential areas as the need arises.

- 6. Any improvements in excess of the needs of the immediate development will not necessarily be the responsibility of the developer.
- 7. Future residential development standards will be consistent with the character of the City's terrain and will seek to preserve the maximum possible amount of open space within residential areas.
- 8. The contiguous development of residential areas will be promoted to insure the least possible public cost for utilities, services and maintenance.

Housing

GOAL: A WIDE-RANGE OF ADEQUATE HOUSING IN SUFFICIENT NUMBER TO MEET ALL NEEDS.

Major Findings

- 1. The City has a very low vacancy rate. This makes it particularly difficult for people to find alternative housing suited for their needs.
- 2. Although most homes in the City are well constructed and maintained, there are a number of units which are either deteriorated or delapidated and should be rehabilitated or removed.
- 3. There is an inadequate relation between sizes of housing units and sizes of households in the City. Seven percent of all households require larger units. In the citizen questionnaire, many families expressed a desire for a larger unit, if available at a price they could afford. On the other hand, there appear to be a large number of elderly households which have more rooms than they appear to need. This may be either by desire or a lack of suitable alternatives.
- 4. There are few facilities, other than medical care convalescent homes, especially designed and built for the elderly. This includes such features as provisions for wheelchairs, protective rails, meals, limited custodial care, senior citizens activities and opportunities for companionship.
- 5. There has been relatively little new construction (until very recently) due, in part, to the high interest rates. Most new units have been for upper income families, although within the past year (1971-72) 50 moderate

income apartments were completed and another 50 units started. No units have been built for the lowest income persons. As a result, there is a general lack of units, particularly rentals, at all income levels. Realtors cite constant requests for rentals from persons from within and outside the City. Many of these requests come from persons who recently found employment here or desire to be in the City, for whatever reason.

- 6. The greatest shortage appears at the upper and lower income levels. In the over \$10,000 income group, it is apparent that many families are living in less expensive homes then they can afford, for whatever reason.
- 7. At the lowest end of the income spectrum, again there appear to be fewer low-cost units then low-income households. Many families are paying more than 35% of their income for housing. Further, the condition of many of these units must be suspected and it is doubtful that filtering can provide much relief. 7/ Finally, data indicates that many of these households are elderly and, therefore, have particular problems.
- 8. There is a scarcity of standard rental units at all price levels.
- 9. One of the most pressing needs is for small moderately priced rentals and purchase homes for newly married couples and those with young families. These could be considered as starter homes for those who wish to work and live in the community.

Future Needs

Over and above current needs, the City should be considering its future. The housing industry is generally slow to respond to changes in demand. It can take more than a year to plan and build an apartment building. If rezoning is required, the period is extended. The problem becomes acute for those of low and moderate income because of the addition of time necessary when federal assistance is sought.

By 1980, there may well be 2,600 households in the City -- an increase of approximately 600 since 1970. Perhaps as many as 30 existing units will be demolished through fire or other means.

^{7/} Filtering is a process by which new housing units built for one income level results in vacancies for those at another income level as families "move up" to more expensive houses.

In addition, a 5% vacancy rate should be allowed to facilitate the normal housing transfer process. Based on these assumptions, approximately 600 additional housing units will have to be built by 1980 to meet total anticipated need.

It is anticipated that the local industry can meet this demand, particularly at the higher price ranges. Some filtering will service the lower income groups, but not the lowest and not the elderly. Over and above today's need, the 1980 population would appear to require approximately 100 additional low-income units, 200 additional moderate income units and 300 additional units for households in the upper incomes. Of these, approximately 150 units will probably be occupied by the elderly.

Future Housing Prospects and Concepts

There are trends in the housing industry which should eventually have a significant impact on the City. The increased cost of home ownership has led prospective buyers to consider types of housing other than the single family home. Apartments, condominiums, and mobilehomes are becoming an ever increasing portion of the housing stock.

In 1971, 23% of the City's housing stock was in multiple family units. With the completion of a new 50 unit complex, this figure should be comparable to the State average of 30%. In the future, the senior citizen apartment demand should increase this percentage significantly.

Condominiums are often developed as quadriplexes. They are usually grouped in complexes together with complementary facilities. Units are purchased the same as single family homes, with prices ranging between \$14,000 and \$25,000. Financing is the same as for the conventional homes, with FHA financing available.

Because of the great number of retired persons in mountain areas, mobilehomes are of particular significance. Statewide, nearly 49% of mobilehome residents are retired and the trend is for an ever increasing number. 8/ This figure is even higher in areas with concentrations of elderly persons. Many retired people sell their conventional home and use their equity as total payment

^{8/} Sacramento Regional Area Planning Commission, Mobile homes in the Community, June, June, 1972.

for a mobilehome. This is usually the only way an older couple, living on a fixed income, can afford to purchase a mobilehome since the cost of financing runs quite high. 9/

The mobilehome park can either add to or detract from the appearance of a community. Full facility parks provide a medium density (7 to 10 units per acre) residential setting with complete landscaping and a wide-range of recreational facilities. These parks take only the newer mobilehomes and require each to be skirted and well maintained. The monthly cost of renting a space in a good park, ranges between fifty and one hundred dollars.

A newer concept is the mobilehome subdivision. Residents purchase rather than rent their space. Density is usually somewhat less than in conventional parks. Lot costs are usually around \$5,000 to \$6,000.

By taking an active interest in these never residential concepts, the City can provide both the strict standards and the proper zoning necessary to assure high quality development.

Recommendations

- 1. Initiate a public awarness program to insure understanding of the City's housing problems.
- 2. Seek to interest private developers and non-profit sponsors in the development of low and moderate income housing, particularly for the elderly. Insure understanding of the available programs and their applicability to the City.
- 3. Work towards a coordinated program with the County of El Dorado.
- 4. Encourage a housing program for the elderly.
- 5. Encourage an adequate amount of multiple family zoned areas.
- 6. Provide opportunity for the development of mobilehome parks.

The monthly costs of financing a new mobilehome, located in a good park, are similar to those of financing a similar sized conventional home, for the first ten years of ownership

Policies

- 1. Private efforts to provide housing for low and moderate income families will be encouraged and supported.
- 2. Developers will be encouraged to assist in meeting all needs by including low and moderate income housing in their projects.
- 3. If necessary, public action programs will be initiated to create housing for low and moderate incomes. Particular efforts will be directed towards the needs of the City's elderly.
- 4. In all housing endeavors, the City will seek to coordinate its efforts with those of El Dorado County.
- 5. Programs will be initiated to eliminate substandard housing, to prevent further deterioration, and to insure the continued productive use of the existing housing stock.
- 6. Administration of the City's zoning and subdivision regulations will insure opportunities for a variety of housing types, densities and environments within the City.
- 7. Innovative building and development techniques will be encouraged to facilitate and reduce housing costs.

LAND USE ELEMENT

The Land Use Element of the Placerville General Plan sets forth guidelines for the future distribution of residential, commercial, and open space land uses in the City and primary study area. It proposes policies and standards for population densities and minimum development requirements within the various land use categories. The Land Use Element provides a general framework as to the most desirable placement, extent, and character of the various ways that land areas are used in the City.

The text of the Land Use Element is organized in four sections: General Land Use Considerations; Residential Land Use; Commercial Land Use; and open Space Land Use. The first section, General Land Use Considerations, contains statements of conditions applicable to development throughout the City. The three specific Land Use sections contain goals, policies, and standards for development in each category.

The 1995 General Plan Land Use Map

The accompanying 1995 General Plan Land Use Map is the graphic summary of the Land Use Element. The Land Use pattern depicted on the map is based on existing land uses, zoning, and current growth and land use trends within the planning area. The land use constraints and requirements stated in other General Plan Elements have been incorporated in the proposed 1995 pattern. The final map has been developed from staff and Citizen's Advisory Committee recommendations.

Relationship to Zoning and the General Plan

The Land Use Element is not a zoning ordinance and map. The zoning ordinance is a specific statement of current regulations governing various allowable uses and development standards in a particular land use district. It has immediate force on individual parcels of land. The Land Use Element designates a desirable pattern of land uses necessary to implement long-range public policy stated throughout the General Plan, and is not specific to any parcels.

Section 65860 of the Government Code states that zoning ordiances must be consistent with General Plans. In order to meet this statute, the provisions of the zoning ordinance must be compatible with the programs and policies of the General Plan, and the generalized land uses specified in the Plan. Because of the differences in detail between the zoning ordinance and the Land Use Element, it is not possible to precisely fit a zoning classification to a broad land use category, or vice versa. The

City recognizes that the "and Use Element is not intended to cause parcels of property to become non-conforming or to be rezoned merely to create precise matching of zoning to land use categories shown on the General Plan Land Use Map. Any apparent inconsistencies will be determined on an individual parcel basis with due considerations of circumstances and the historical use of the parcel.

1974 Land Use Patterns

Outside the City

The predominant land use in the area outside the City is agriculture, of which most is grazing land. About 1/4 of the agriculture is crop lands of pears, grapes, and various fruit trees.

There are a number of areas that are large lot residential from 1/2 acre to 5 acres. These areas are the Mosquito Road - Union Ridge area, the Big Cut-Coom Hollow Road area, the Cold Springs Road area, and the Coloma Road area.

Within the City

Residential:

The predominant land use in the City is residential, but it has no definite pattern. It does, however, tend to follow both sides of Main Street and along the valleys and ridges to the north and south. Because of inaccessability, much of the land in the planning area has been skipped over and the residential land extends in fingers along gently sloping ravines. Much of the small lot and multi-family areas are located north and south of the downtown core, with smaller areas south of the Broadway shopping area and off Placerville Drive along Cold Springs Road.

Commercial:

The commercial area of the City is concentrated along Broadway, Main Street, and Placerville Drive. In most cases, it is one lot deep along both sides of these streets.

GENERAL LAND USE CONSIDERATIONS

Certain conditions are applicable to development throughout the City. The following statements are intended to serve as guidelines that, together with specific policy for commercial, residential, and open space land uses will help to achieve consistent and quality urban development in Placerville.

- 1. Future development should be consistent with the existing "low profile" of the City. High rise buildings should be discouraged to preserve the scenic qualities of the hillside landscapes in and around the urban area.
- 2. The design of new structures, particularly in the older parts of the City, should be in harmony with the character and scale of adjacent buildings. The use of landscaping around public and private buildings should be strongly encouraged. Signs and other exterior embellishments should be kept to a reasonable size and design.
- 3. Public and quasi-public facilities, e.g., schools, churches, libraries and utilities are allowed in all land use categories. These structures should be designed to complement adjacent land uses.
- 4. The planned unit development (PUD) concept of land development, as allowed by City ordinance, is appropriate for commercial and residential land uses. This form of development is especially suited in Placerville as a means of efficiently utilizing the hilly topography. Where feasible, planned unit developments should be encouraged as a means of maintaining maximum areas of open space, while allowing maximum population densities as specified by zoning and the Land Use Element.
- 5. The scattering of housing in outlying areas adversely affects agricultural land uses and leaves inefficient and wasteful gaps in the urban pattern. Accordingly, the bulk of new housing should be located within or in close proximity to the City Limits. Outlying lands, expecially in the area of agricultural soils along Union Ridge Road, should be retained for agricultural and greenbelt uses.

COMMERCIAL LAND USE

GOAL: COMMERCIAL LAND USES SHALL BE LOCATED AND DEVELOPED IN A HARMONIOUS MANNER WITH ADJACENT LAND USES.

The City has reached a size and population that necessitates the distinction of types of commercial development for land use planning purposes. The categories of the various commercial development types are: a) neighborhood commercial; b) general commercial; c) business and professional; and d) heavy commercial (including industrial). These categories are different than those which were used prior to this General Plan revision. 10/

^{10/} Prior to 1974, there were two classes of commercial land use: commercial (now called general commercial), and general commercial (now called heavy commercial).

In general, the City's topographical features dictate where different types of commercial development should be located. Beyond those physical requirements there are economic, social and aesthetic factors that must also be considered so that dissimilar adjacent land uses will not conflict with each other.

Placerville's primary land use planning responsibility is to insure that the economic, social and aesthetic values of its residential areas are not jeopardized. This can be accomplished by the provision of physical buffers between dissimilar land uses which otherwise might conflict with each other. At the same time, adequate land must be devoted to commercial development to insure a vigorous and growing local economy.

General Commercial

Commercial development within the central business district consists of a wide-range of economic activities. This mixture of commercial land uses is appropriate for a City the size of Placerville since central space is limited and the separation of various commercial and business uses is not practical.

As the City has continued to grow, some of the urban problems of larger cities have begun to appear. Traffic congestion and parking problems have become serious enough to begin to detract from the retail shopping and business service desirability of the central business district. To insure that these areas continue to attract business activity, future land use planning will seek to minimize traffic, noise and air pollution problems. This objective can partially be accomplished by limiting the type of heavy commercial and industrial development that takes place in the central business district.

<u>Policies</u>

- 1. The central business district shall contain a mixture of commercial, professional and business, and traveler service land uses.
- 2. Future heavy commercial and industrial land uses shall be subject to certain noise, traffic and air pollution standards when located within a General Commercial zoning district.

Neighborhood Commercial

Some of Placerville's newer residential areas are located a considerable distance from the main commercial center of Placerville. As these outlying residential areas increase in density of persons per acreage, a demand has arisen for satellite commercial centers to satisfy limited shopping and service needs.

Providing neighborhood commercial development in Placerville can accomplish four objectives:

- 1. It would be a convenience to the neighborhood it serves.
- 2. It would eliminate some trips into the central Placerville area thereby minimizing the traffic congestion and safety problem that exists on narrow arterial streets.
- 3. The downtown parking problem would be lessened.
- 4. Neighborhood stores would reduce the energy demand within the City by allowing persons to walk rather than take a car for small shopping needs.

Neighborhood commercial development would include such things as small convenience stores, professional services that would not generate a great deal of traffic, gas stations that would not include major automotive repair, and other similar uses. To preserve the neighborhood character, individual developments should be limited in size as well as the total amount of commercial development at any specific location. Permitted uses and limitations shall be defined in greater detail within the City's zoning ordinance.

Landscaping, setback, lot size and on-site parking requirements shall be specified within the zoning ordinance to insure that the impact of this limited commercial development harmonizes with the character of adjacent land uses. Requirements may vary according to the specific nature of adjacent zoning.

Policies

- 1. Neighborhood commercial development shall serve limited shopping and service needs in outlying residential areas.
- 2. Neighborhood commercial development shall be landscaped and located within a site so as to harmonize with surrounding land uses.
- 3. Neighborhood commercial development shall be accompanied by on-site parking in sufficient amount to accommodate peak-hour patronage.
- 4. Minimum and maximum lot sizes for an individual neighbor-hood commercial development shall be specified according to adjacent land uses.

Business and Professional

Business and professional enterprises can have a considerable range of land use requirements. The range of use can run from a

service provided in a person's home, to a large office building surrounded by supportive businesses. In Placerville, most businesses or professional offices are compatible with other types of commercial development, and some are compatible with residential areas. In a number of specific cases, areas have had or will have a considerable investment made to establish it as a public or private business center, in which instance it should be reserved for that type of use.

Exclusive business and professional development may include economic activity related to the provision of services or the retail sales of business and office supplies, stores or services aimed at satisfying the needs of office workers (i.e., restaurants) as well as public buildings and facilities.

Businesses or professional services operated out of a persons home must not detract from the residential character of the area. Only the provision of certain services would be appropriate in residential areas. Landscaping, signing and on-site parking would have to be consistent with the neighborhood. The City's zoning ordinance will specify parking, signing, landscaping and setback requirements for businesses and professional offices within or adjacent to residential areas.

Policies

- 1. Business and professional offices can be located within areas designated for commercial or residential development.
- 2. Certain areas can be designated exclusively for business and professional development.
- 3. Business and professional development involving the provision of services can be located in residential areas.
- 4. Businesses or professional offices within or adjacent to residential areas shall have landscaping, signing, setback and on-site parking requirements appropriate to the protection of neighborhood character.

Heavy Commercial

Heavy commercial development includes both heavy commercial and industrial development. Land areas suitable for these types of economic activities are limited because of topographical and transportation system needs. Therefore, areas appropriate for heavy commercial development should be set aside specifically for this use prior to their commitment to another use.

Heavy commercial development would include uses which generate:

1. A considerable amount of truck traffic.

- 2. Excessive amounts of noise.
- 3. Unusual amounts or kinds of liquid or solid waste.
- 4. A nuisance if located within a business, retail or residential area.

Areas which can be designated for this type of development must have direct access to a major arterial street. Locations with good access to rail and/or air transportation will be favored.

Site plans for the development of heavy commercial development will be required to provide for harmonious development with surrounding land uses. When development takes place adjacent to a residential area, setback and screening requirements will be more stringent than if the site were adjacent to another commercial or business development. This provision is intended to allow greater flexibility in the location of dissimilar land uses. Site planning standards will be specified in the City's zoning ordinance.

Policies

- 1. Some land area suitable for heavy commercial development should be reserved for this type of land use.
- 2. Adjacent major arterial access must be available to heavy commercial development.
- 3. Flexible site planning standards will allow for the adjacent location of dissimilar land uses.
- 4. Areas with good access to air and rail transportation will be favored for heavy commercial designation.

RESIDENTIAL LAND USE

GOAL:

A CHOICE OF RESIDENTIAL AREA PATTERNS SHALL BE PROVIDED TO ACCOMMODATE A WIDE RANGE OF LIFE STYLES.

Placerville's early history as a mining town was characterized by a high density residential pattern. As the City prospered, its residential areas spread outward and began to decrease in density with distance and time. Growth was based primarily on immediate need rather than any long range plan.

In 1972, a General Plan Housing Element was completed which discusses in detail the City's and area's housing problems as well

as the recommended problem solutions. The location of various residential areas were discussed in terms of constraints upon future developments and the density of development. The constraints presented relate primarily to physical, circulation/transportation and public facility problems. The constraints are discussed in detail within the Housing Element and that document should be referred to when planning or developing residential areas. Below, some of the constraints affecting residential density have been summarized:

- l. Today's urban pattern reflects Placerville's early history with the highest density of housing being located in the urban core. From this core, narrow streets lead up steep hillsides and ravines without any special design, standards or end point other than the area's geography. The resultant maze of streets and alleyways add at once to the City's charm and its future growth problems. Many of the City's main arterial streets are overcrowded at peak traffic flow hours. Any further residential development feeding into the existing overcrowded streets would be unwise until alternative street or development patterns can be planned and implemented.*
- 2. Housing density is also determined by the geography of Placerville and the planning area. Usually, steeper slopes present more difficult and expensive construction situations than would be associated with level areas. California has some areas that have very unstable slopes where development should not take place. Placerville is fortunate in this regard because slope stability is not a great problem. With proper engineering almost any slope can be built upon.

Although slope stability is not a serious problem, soil erosion can be. Developments should not create large impervious steep surfaces which can accelerate rain or snow runoff in terms of velocity and quantity. Natural vegetation should be disturbed as little as possible during and after construction to minimize erosion potential. These issues are more fully discussed in the General Plan Housing Element and the Open Space Element.

3. A third constraint on residential development is the availability of public road, sewer, and water facilities. The expansion of residential land uses can be guided in developing areas by the installation of public improvements adequate to serve future growth. In areas where the future growth potential

^{*} Additional discussion of transportation system problems and solutions can be found in the Circulation and Scenic Highways portion of this General Plan.

is great, the City should consider paying additional costs for the installation of public improvements above what may be needed to serve an immediate development project.

The residential categories designated within the planning area are: a) low, b) medium, and c) high density residential. Desirable population densities and characteristics associated with each category are defined below. Specific site design standards, utility requirements and other development standards are contained in the City's zoning ordinance.

Localized conditions and the use of contemporary development concepts may allow the use in certain cases of densities other than those shown on the General Plan Land Use Map. For example, a medium density Planned Unit Development, with clustered housing and large expanses of open space, may be allowed in a low density area because of its open character or location. Density changes must be evaluated on an individual basis, however, with the protection of adjacent land uses a major consideration in the decision process.

Low Density Residential

Areas designated for low density development are generally located on the periphery of the high and medium density urban core and in the unincorporated portion of the County contiguous with the City Limits. The planned average population range is from one to seven persons per acre.

Typically, low density residential areas will have one or more of the following characteristics:

- a) is remote from present medium and high density residential areas.
- b) is without public sewer and/or water service.
- c) is not suitable for medium or high density development because of geologic or geographic conditions (i.e., steep slope, high erosion potential, unstable area, etc.)
- d) has limited street access that is presently overcrowded, or provides only one exit route.
- e) is currently an integral part of the urban core pattern that provides a low density life style alternative in a predominately high or medium density area.

The main housing type in this category is the single family detached dwelling. A limited number of duplex or multi-family structures may be permitted when adjacent to a higher density urbanized area and if public water or sewer facilities are available. Street access will generally be a factor in development. Convenience or neighborhood commercial uses are permitted when they conform to the primarily residential character of the area.

POLICIES

- 1. Protect existing low density residential areas from potentially conflicting land uses.
- 2. Insure that the conversion of low density residential areas near the urban core to higher density occurs only when necessary to accommodate demonstrated demand.
- 3. Maintain as low density residential areas, land which is not serviced by public water and sewer facilities.
- 4. Maintain areas of approximately 25% or greater slope for low density residential development only.

Medium Density Residential

Areas designated for medium density residential development are located adjacent to urban core areas. The average population density within a medium density residential area will range between seven and twenty-five persons per acre.

Typically, medium density residential areas will have one or more of the following characteristics:

- a) is adjacent to the urban core and in the path of urban growth.
- b) is serviced by public sewer and water facilities.
- c) is generally <u>free</u> of density limiting geologic or geographic conditions (i.e., few steep slopes, limited erosion potential, stable soil and slopes).
- d) has an adequate, planned street system capable of handling peak traffic load conditions.

The main housing type within this category are single family detached dwellings. There will also be duplex and multiple family dwellings as allowed by zoning. Mobile home parks of 10 or more units may be allowed by special permit. Neighborhood and limited business and professional commercial uses are permitted to serve and complement residential uses.

POLICIES

- 1. Every effort will be made to locate medium density residential areas adjacent to high density areas or the urban core.
- 2. Provide public sewer and water facilities to all medium density residential areas when development occurs.

3. Insure that all medium density areas have a street system capable of carrying safely peak load traffic with at least two major arterial street exits.

High Density Residential

Areas designated for high density development are the urban core and several carefully selected non-core areas. Average population density within a high density area will range between 21 and 40 persons per acre.

Typically, high density residential areas will have one or more of the following characteristics:

a) is within the urban core.

b) is serviced by public sewer and water facilities.

c) is free of density limiting geologic or geographic conditions (i.e., no steep slopes, low erosion potential, stable soil and slopes).

d) contains or is contiguous with a major arterial street.

e) is adjacent to a major employment center.

The main housing type within this category are existing single family homes within the urban core, and multiple family dwellings. Many of the existing single family units are on small lots of 3,000 to 5,000 square feet. The majority of existing older multiple family housing units are also located in the core area. A replacement trend of small apartment buildings or duplexes for single family homes in the core area can be expected to occur.

There are a few areas outside the urban core that are suitable for high density development. Multiple family housing units should be the primary housing type in these satellite high density areas. Also permitted would be planned unit developments, condominiums, and single family housing where such uses would create a pleasing and non-conflicting housing mixture.

POLICIES

- 1. Provide an adequate opportunity for the development of high density residential housing adjacent to employment centers and the urban core.
- 2. Insure that high density residential areas are located adjacent to or bisected by major arterial streets.
- 3. All high density residential areas shall have public sewer and water service when development occurs.
- 4. Encourage the provision of sidewalks in all high density residential areas when development occurs.

OPEN SPACE LAND USE

GOAL:
SUFFICIENT OPEN SPACE SHALL BE PROVIDED
TO ACCOMMODATE RECREATIONAL NEEDS, AGRICULTURAL PRODUCTION, AND TO PROTECT NATURAL
RESOURCES THAT CONTRIBUTE TO THE ECONOMY
AND CHARACTER OF THE CITY.

Placerville's scenic mountain setting and abundance of agricultural and natural resources are among its most valuable assets. The City recognizes the need to plan for and accommodate existing and future open space land uses to protect economic and aesthetic land values, and the public's safety.

In 1973, the City adopted an Open Space and Conservation Element of the General Plan. This Element contains a comprehensive review of open space resources in the City, and goals and policies for their future use and management. Also, specific recommendations were formulated for City actions to implement the Element. The following recommendations have a close bearing on, and are partially implemented in this Land Use Element:

- 1. Designate the following cemeteries as open space:
 - a. Westwood Hills Memorial Park
 - b. Middletown
 - c. Jewish
 - d. Union
 - e. Catholic
 - f. Old City
 - q. Upper Town
 - h. Smithflat
- 2. Provide a neighborhood park in both the Smithflat area and the northwest portion of the City as the need arises.
- 3. Protect agriculture in the Placerville area by discouraging development in areas of agricultural importance.
- 4. Prepare and adopt a resolution encouraging the County to continue the use of the Williamson Act as an incentive to maintaining and preserving agricultural use of lands.
- 5. Prepare and adopt a resolution requesting El Dorado County to designate U. S. Bureau of Land Management lands within the Placerville planning area as wildlife refuge areas.
- 6. Evaluate the State's forthcoming report on fire potential in wildland areas for use in the Placerville area, and use State recommended fire protection measures as guidelines in determining actions necessary to minimize wildland fire hazards.

7. Continue to require City sewer service for all urbantype developments within the City.

The Land Use Element designates three open space land use categories: a) agriculture, b) recreation-historic, and c) woodland-range. These categories, as defined below, replace the previous "parks and recreation," and "steep land and open space" designations utilized in the 1962 General Plan.

Agriculture

Existing agriculturally productive parcels of 10 acres or more are placed in this land use category. These areas are located generally beyond the City Limits. Agriculture is an important part of the Placerville economy and living environment.

Typically, agricultural land uses will have one or more of the following characteristics:

a) is remote from the urban area;

b) is without public water and/or sewer service;

c) is traditionally an agricultural area and can be expected to remain in an agricultural use;

d) is currently, or is eligible for placement in an Agricultural Preserve, as authorized by the California Land Conservation Act of 1965 (the Williamson Act) and El Dorado County.

The permitted land use is agriculture. Other permitted uses include roadside marketing, non-industrialized product processing, and residents' housing. Neighborhood commercial units, on demonstrated need, would be allowed with a special use permit as long as they would not be contributing to the urbanization of an agricultural area.

POLICIES

- 1. Protect agriculture and agriculturally related activities from conflicting urban land uses.
- 2. Encourage the retention of parcels of sufficient size to economically support agricultural production.
- 3. Continue to promote roadside agricultural marketing and special events, such as "Apple Hill Days."
- 4. Encourage the establishment of Agricultural Preserves by private landowners.

Recreation-Historic

Placerville currently has a developed 107 acre park system and numerous school sites which provide recreational open space.

The City is also rich in historic sites, of which many of the existing cemeteries provide open space of historical interest. These areas are all included in the recreation-historic category.

Typically, recreation-historic land uses will have one or more of the following characteristics:

a) is a unit of the City Park system;

b) is a school facility used for recreational activities after school hours;

c) is a site of historic interest to residents and visitors in the community.

Permitted uses in this category are parks, playgrounds, nature study areas, and historic interpretation and preservation. Commercial enterprises directly associated with the recreational use of a facility, e.g., tour guides, concessionaires, etc., would be allowed on a permanent basis with a special use permit. These would be under the control of the City.

POLICIES

- 1. Develop and maintain the current park system to realize the full potential of existing park sites.
- 2. Protect recreation and historic sites from the contiguous development of noisy or hazardous land uses.
- 3. Provide and maintain park sites, as the need arises, in those areas not adequately served by park facilities.
- 4. Recognize that cemeteries provide a form of open space and protect them from conversion to non-open space uses.

Woodland-Range

There are many acres of land in the planning area that serve as open space for grazing, watershed, wildlife habitat and fire protection purposes. Due to the variety of vegetal cover. these areas will be designated as woodland-range.

Typically, this land use will have one or more of the following characteristics:

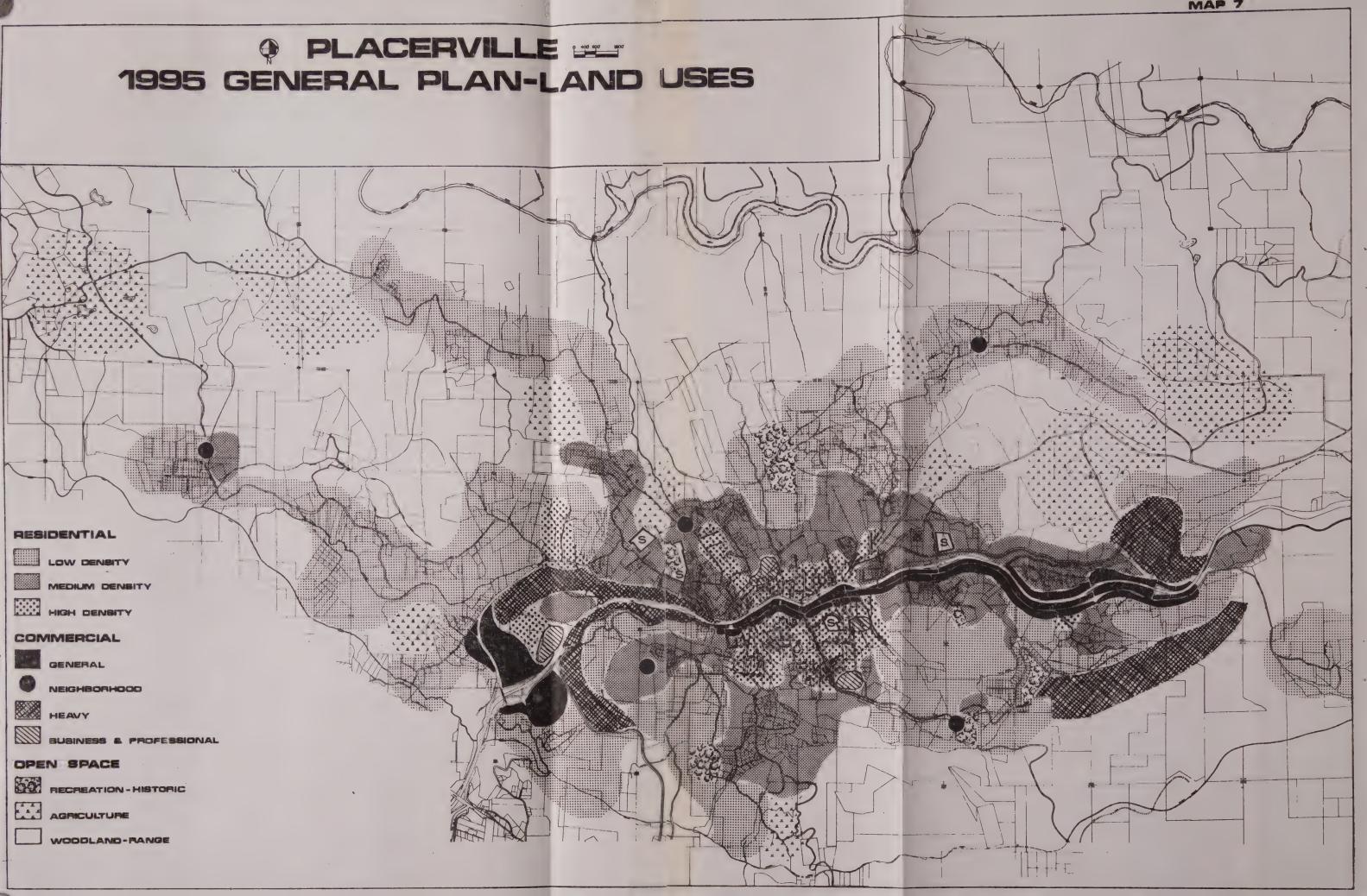
- a) is remote from the urban core;
- b) is of minimal value for agricultural production;
- c) is without public utilities, including roads;
- d) is not suitable for residential development because of geologic or geographic conditions, e.g., steep slopes, high erosion potential, unstable areas, extreme or high fire risks, and distance from urban services.

Permitted uses of these lands include dry pasture, mining, watershed, wildlife habitat, fire protection, or any combination of similar appropriate open space uses.

POLICIES

- 1. Maintain extreme or high fire risk areas free from urban development.
- 2. Encourage rangelenad enhancement programs to increase productivity and prevent soil damage in range areas.
- 3. Promote the recreational, watershed, and wildlife habitat values of remote open lands in the planning area.







CIRCULATION AND SCENIC HIGHWAYS ELEMENT

Circulation is the process by which people and goods are moved from one location to another. It includes modes, the means of movement, and routes, the pathways along which movement occurs.

The Circulation and Scenic Highways Element focuses on four major topics: 1) identification of the existing modes and routes that comprise the basic circulation network, 2) identification of circulation problems and issues, 3) recommendations and a description of the long-range circulation system, and 4) identification and preservation of scenic routes within the planning area. Policies have been developed for both the Circulation and Scenic Highways segments of the Element.

CIRCULATION

Goal:

TO DEVELOP AN EFFICIENT, SAFF, AND WELL-BALANCED CIRCULATION SYSTEM TO SERVE THE DIVERSE TRANSPORTATION NEEDS OF PRESENT AND FUTURE PLACERVILLE RESIDENTS AND VISITORS.

EXISTING CIRCULATION MODES AND FACILITIES

Streets and Highways

The street system in Placerville reflects its past as well as conditions imposed by the topography. Streets radiating out from the urban core are generally steep, narrow, and winding. The street system contributes to the charm of the City's setting, however, problems of access, safety, and their ability to move existing traffic loads efficiently exist throughout town.

Three functional classes of streets are generally recognized for transportation planning. These classes are: 1) arterial streets, which carry large volumes of traffic on through trips from one part of the City to another; 2) collector streets, which collect and conduct residential traffic to arterials, and 3) local streets, which provide access to property adjacent to the public right-of-way. Local streets usually do not carry through traffic; rather, they connect residential areas with collector or arterial streets, and serve secondary functions for utility easements, barking, and neighborhood pedestrial movement.

In Placerville, the various categories of streets total approximately 45 miles of which 35 miles are publically maintained, the remainder being privately maintained. The major east-west arterials are Highway 50, Main Street, Broadway and Placerville Drive. Highway 49, Mosquito Road and Cedar Ravine Road are primary north-south arterial routes. State Highway 193 also runs through the planning area.

A serious circulation problem in the City is traffic congestion on Main Street. This narrow road is virtually the only access to stores and services in the Central Business District, as well as serving as a cross town route for access to residential districts. On-street parking, truck traffic, and the unregulated traffic flow from Sacramento Street to the end of Main aggravate automobile movement. At the present time, through town traffic can utilize Pacific Street, which is a narrow steep road, as an alternative route to other areas.

U. S. Highway 50 conducts large volumes of interstate traffic through the community, and is also an important intra-city route. Peak traffic flow generally occurs on the weekends in winter and summer as recreationists from the San Francisco Bay Area and Sacramento Metropolitan Areas travel to and from South Lake Tahoe and other recreation areas east of the City. The Highway generates commercial and tourist activity in the area; however, it also has an adverse impact as a source of noise, and as a safety hazard to in-town motorists and pedestrians.

The California Department of Transportation has considered a realignment of Highway 50 which would by-pass the City to the South. Presently, the status of this proposal is very uncertain, and any action towards construction of a new route before 1995 is highly unlikely. 11/ For the purposes of this General Plan, Highway 50 will be expected to remain in its present capacity.

State Highway 49 connects Placerville with communities to the North and South. The road is narrow and winding through most of the Planning Area. It carries both inter-city and in-town traffic.

The State is planning a realignment and upgrading of Highway 49 from Highway 50 in the vicinity of Placerville Drive to the South Fork of the American River. Construction of the road is scheduled for after 1982, and should be completed within the 20 year time frame of this General Plan. This proposal will provide a more direct route for through town traffic on 49, and

^{11/} Telephone conversation with Burton Brockett, District Transportation Planner, Cal. Dept. of Transportation, District 3.

reduce some traffic in the residential areas on the existing alignment. 12/

As noted previously, the residential street system in some parts of town is inadequate and overloaded. Narrow streets coupled with on-street parking hinders the access and movement of emergency vehicles and pedestrians in many areas. Also, travel from some areas to downtown must follow long circuitous routes because of inadequate street planning or, in some areas, limitations imposed by the terrain.

Other problems related to residential streets are a general lack of curbs, gutters, and sidewalks. In some areas, these improvements are old and in need of replacement. The provision of adequate storm drainage facilities is now a prerequisite for intensive development.

The lack of sidewalks in residential areas inhibits the ease and safety of pedestrian movement. The City has an adopted plan to develop sidewalks where needed for safe access to schools. The City will also assist homeowners wishing to replace old sidewalks by removing existing sidewalks at the City's expense. In the future, sidewalks should be required in high density residential areas. All new sidewalks should be designed to accommodate the needs of handicapped persons.

Aviation

The Placerville Airport, located south of Highway 50 at the east end of the City, is a public general aviation airport owned and operated by El Dorado County. Recreational aviation accounts for 90% of the Airport's use. Other uses include non-commercial business transportation, flight training, and agriculture. 13/

Physical facilities at the Airport include a 4,200 foot runway, a parallel taxiway, a hanger and paved areas for aircraft storage, and aircraft maintenance facilities. There are some 50 permanently based aircraft at the Airport. In addition, the U. S. Forest Service maintains a "Borate Bomber" there for fire suppression in Northern California. Peak recreational aircraft operations occur during the months of May through September.

^{12/} Telephone conversation with Burton Brockett, District Transportation Planner, Cal. Dept. of Transportation, District 3.

^{13/} Sacramento Regional Area Planning Commission, Airport Survey, May, 1973.

The Foothill Aviation Company provides a non-scheduled air taxi charter service for the mountain area and to other locations as requested. Arrangements may also be made for cargo transport of up to approximately 1,000 pounds of freight. At the present time, one other company has indicated an interest in establishing a scheduled air taxi service from Placerville to other foothill locations and points beyond.

Presently, there are no plans for expanding the aviation and aircraft capacity of the Airport in the near future. Space is available for the private development of light industry, a restaurant, and maintenance facilities.

Commercial air carrier service is available to Placerville residents at the South Lake Tahoe Airport and the Sacramento Metropolitan Airport; these airports are located approximately 60 miles to the east and west, respectively.

Rail Service

The Southern Pacific Railroad Company provides transcontinental freight service to the Placerville area. The Southern Pacific line terminates at Placerville. Interchange switching to the privately owned Camino, Lake Tahoe, and Placerville Railroad provides for the transport of lumber from Camino to Placerville.

Taxi-Cab Service

The City Cab Company provides taxi service within Placerville and to surrounding communities. The company operates two cars on call from 6 a.m. to 2 a.m. Service beyond the Placerville area is provided upon request.

Intercity Bus Service

The City of Placerville is served daily by the Greyhound Bus Company. The terminal is located at 1400 Broadway. Passenger and freight service includes three weekday and three weekend lines to and from Sacramento, and two daily lines to and from South Lake Tahoe. One of these eastbound lines continues on to Reno, Nevada. Scheduled stops are also made daily at Folsom, Rancho Cordova, and Fresh Pond. Connections can be made in Reno and Sacramento to most California communities and for Greyhound transcontinental routes.

At the present time, El Dorado County has shown an interest in contracting with the Sacramento Regional Transit District to provide commuter service between Placerville and Sacramento. If acceptable financial arrangements are made, this service may be available to Placerville residents in the future.

Parking Facilities

Public parking oriented to the Central Business District is provided in four City owned lots located at Sacramento Street and Main, Centre Street off Main, behind the City Hall and at Cedar Ravine and Main. There is a need for additional parking in the Central Business District for business employees and customers.

Future Circulation Modes and Facilities (refer to Map 8, page 92, for circulation proposals)

Streets and Highways

Central Business District

Circulation on Main Street is a long standing problem for which an economical and satisfactory solution has not been found. The one overriding problem is that Main Street is not large enough to carry the volume of traffic that moves on it. Critical peak hour traffic problems now occur at the intersection of Main at Bedford Avenue, Cedar Ravine Road, Sacramento Street, and Broadway. There is a need to pace the flow of traffic on Main Street to reduce downtown congestion and improve access to and from adjoining streets, and to provide an alternative route for crosstown traffic.

In order to help alleviate some of the Main Street traffic problems, the City should investigate one or more of the following measures for use at critical intersections and along the roadway: traffic signals or stop signs, continuous turn lanes, channelization, restricting access to Main from adjoining properties, and restricting on-street parking.

Pacific Street is a generally accepted Main Street by-pass. Pacific Street should be extended to Spring Street (Highway 49) to provide a continuous route from Highway 50 to Cedar Ravine Road. It should be noted that Pacific Street cannot be expected to absorb very heavy traffic loads from Main Street.

There is also a need for more downtown parking. Additional losts have, in the past, been proposed for Reservoir Street and on land between Sacramento and Benham Streets. The City recognizes the desirability of new parking facilities and will develop them whenever possible.

Broadway

While Main Street is expected to remain the business and commercial hub of the City, Broadway is and will continue to develop as a commercial district. To improve traffic conditions on Broadway, the following is suggested: 1) Improved traffic channelization and traffic control devices should be installed at the junction of Broadway and Mosquito Road. This action would help to regulate the flow of traffic coming and going on Main Street, and improve access to and from Highway 50; 2) Study

traffic channelization at the intersection of Schnell School road and Broadway; 3) Widen Broadway from the Mosquito Road intersection to the Smith Flat-Highway 50 overcrossing to support traffic generated by commercial businesses.

Placerville Drive

At the present time, there are some access and congestion problems on Placerville Drive. With continued commercial and governmental development in the area, these problems could become worse. The City should, in the future, exercise its control over the amount of access from adjoining properties onto Placerville Drive to maintain a smooth flow of traffic on this road.

Private Streets

Approximately 25% (10 miles) of the streets in Placerville have been privately constructed and are privately maintained. These streets are generally constructed in conjunction with lot splits. Prior to the adoption in 1972 of the City's Minor Land Division Ordinance, the City had little control over the location, widths, or construction of these streets. Many were built to standards which, though adequate for a few homes, are insufficient for any sizeable increase of residences along them or along extensions. The City has experienced other problems with private streets, including a difficulty in achieving an integrated circulation system, and a need for improvements and maintenance on deteriorating streets, the costs of which must be borne by individual homeowners unless the street is dedicated to and accepted by the City. When this occurs, the City assumes a financial burden. Also, normal traffic laws are not enforceable on private streets.

The City's Minor Land Division Ordinance gives the City authority to require adequate street rights-of-way or street dedication in lot splits. The ordinance does not, however, prevent problems associated with inadequately constructed streets or maintenance costs and responsibilities.

In the future, the City should seek additional means of regulating its private streets. A range of actions could be taken, including: 1) establish minimum construction standards for private streets; 2) prohibit private streets entirely, i.e., impose construction standards and make street dedication mandatory; 3) encourage the formation of neighborhood assessment districts to insure that maintenance costs are shared equitably; 4) note on City-issued building permits that the proposed residence is on a private street and the owner will be responsible for street maintenance; 5) require signs on private streets stating that the street is privately maintained; and 6) require title companies to state on individual deeds that property is on a private street, so that the owner is

aware of his responsibility for maintenance and improvement costs.

New Routes

The Map on page 92 depicts several approximate alignments for arterial and major collector routes that, if constructed, would improve accessibility and circulation in existing parts of the City, and serve new residential development. It is recognized that the construction of all of these roads within the time frame of this General Plan may not be economically feasible or eventually warranted if development patterns change significantly. The need remains, however, for the provision of planned access in developing areas prior to, or in conjunction with development to insure a continuous circulation system. The City can assist in the development of new routes by including important new arterials in the City "select system" of streets using a combination of Federal and State funds, by acquiring rights-of-way prior to development, and through the Capital Improvement Program.

MAP NUMBER

STREET NAME/DESCRIPTION

- Bedford Avenue extension. The new road would begin at the end of Bedford Avenue, loop above the north end of Bedford Park, and join Mosquito Road via Madrone Lane or Meadow Lane. A similar proposal made in the 1962 General Plan put the road through what is now Bedford Park. This new alignment was developed to prevent potentially adverse impacts (e.g., noise, destruction of historic sites) in Bedford Park that could occur with a through roadway within the facility.
- Pleasant Street extension. This route would be an extension of Pleasant Street to Mosquito Road and Madrone Lane. It would provide an arterial for medium density development in the now vacant area, and provide a core area by-pass route.
- Clay Street extension. This extension would connect Clay Street with the Pleasant Street route described above, providing good access to downtown. The existing Clay Street would require some widening and other improvements to carry increased traffic.
- Moulton Street extension. This extension would connect Moulton with Coloma Road (Highway 49) and the Oak Terrace residential area. The route would provide an additional arterial street between Coloma Road and Canal Street, and improve travel around El Dorado High School and Markham Elementary School.

- Canal Street realignment. It is proposed that canal Street be realigned to remove the sharp curve at the intersection of Middletown Road, Canal Street, and Baker Road. Visibility at this intersection, especially from Baker Road, is currently very poor.
- 6. Pacific Street extension. (see discussion under Central Business District).
- 7. Spanish Ravine-Wiltse Road extension. This route would extend Spanish Ravine Road to Wiltse Road and ultimately connect with Hillside Court. The route would provide access for new development in the area.
- New Road, Washington Street to Barret Drive. This new road would reduce travel distances from the Sierra Golf and Country Club subdivision to the core area, and serve new development between Washington Street and the subdivision. A connection to the Wiltse Road extension (#7) is also proposed.
- 9. New Road, Airport Drive to Newtown Road. This is a proposed County road, designed to improve access to the airport.
- New Road, vicinity of new County Center. The County plans to construct this route from Placerville Drive to Highway 50 to serve the future County Administrative Center. After construction, it will be dedicated to the City.
- Excalibur Road. There is a large area of potentially developable land in the Southwest part of the planning area, bordered roughly by Highways 49 and 50, and Weber Creek. A circulation plan for this area is proposed as follows: widen and improve Forni Road and Cribbs Road, from the Southern Pacific Railroad tracks to Highway 49; widen and improve Bridgeview Drive and Longrut Road and connect them with a new road (#12); extend Excalibur Road (#11) from Cribbs Road to the Bridgeview-Longrut connection.

Existing streets that should be widened or otherwise improved to facilitate the circulation system are indicated on Map 8. These streets are: Baker Road, Bedford Avenue, Bridgeford Drive, Broadway, Clay Street, Cribbs Road, Longrut, Pleasant Street, and Washington Street.

Public Transportation

The City of Placerville is currently without an in-town

public transportation service. A shuttle service operated by the Senior Citizens Center on Pacific provides a limited transportation service for seniors to and from the Center for lunches and afternoon activities.

Within the next few years, the City should investigate the feasibility of some form of public transportation to serve its residents. One public transit system which would appear to be particularly suited to Placerville is based on the demand-responsive (dial-a-ride) concept. This type of system does not operate on a fixed route basis, and rather than a conventional large bus, the fleet normally consists of mini-buses or specially equipped vans. (see Appendix A for a detailed account of the typical dial-a-ride system).

Potential funding for local transit systems is presently available from four main sources. These are: 1) sales tax on gasoline returned to cities and counties as authorized by the State Transportation Development Act of 1971 (SB 325); 2) 2 to 1 matching grants (for equipment only) available from the Federal Urban Mass Transportation Administration (UMTA); 3) Federal revenue sharing monies, and 4) the City General Fund. Fare box receipts can be depended on to cover some, but not all, operating expenses.

The scope of this General Plan does not allow an in-depth cost determination of a dial-a-ride system for the City. If the City decides to further explore this alternative, a study should be commissioned to determine needs, alternative service levels, and costs of implementing a transit service. The private enterprise taxi system should be consulted during the development of the system.

Urban Bikeways

The steep topography and narrow streets of Placerville do not foster the use of bicycles for in-town travel. However, bicycles should be recognized as a viable transportation mode, particularly for school children and as a form of recreational activity, and accommodated in the circulation system whenever possible.

A proposed bicycle path is shown on Map 8, page 92. It would parallel Broadway to the Southern Pacific railway, continue on the railroad right-of-way, and thence proceed along Canal Street, Bee Street, and Cold Springs Road to Placerville Drive. This route would serve downtown, El Dorado High School, and Markham Elementary School. The City should investigate the feasibility of developing this bikeway and others in the future. Private developers should be encouraged to provide bikeways within new subdivisions.

All portions of the urban bikeway system should be well-marked and appropriately designated with signs to insure maximum safety for all traffic utilizing a common roadway.

Standards and Design Criteria

All segments of the Placerville circulation system should be designed to provide maximum ease of accessibility and safety to the user. Standards should be applied consistently to all development, within a reasonable need to allow flexibility under certain circumstances.

Standards for streets and sidewalks are contained in the City's Zoning and Subdivision Ordinances, and to a lesser extent in the Minor Land Division Ordinance. The Zoning Ordinance establishes requirements for parking in various zone classifications, and for streets in mobilehome parks; the Subdivision Ordinance specifies standards for street and sidewalk widths, design, and construction. The Minor Land Division Ordinance outlines the City's authority to review proposed lot splits and require adequate street rights-of-way and/or street dedication at the City's discretion. All development review procedures should also insure that provisions for the safe travel of pedestrians and bicyclists are provided to the greatest extent possible.

In the future, there should be continued enforcement of circulation standards in City ordinances. In addition, the fire and police safety recommendations expressed regarding circulation in the General Plan General and Seismic Safety Element should be implemented. These recommendations are on pages and .

POLICIES

- 1. Provide all new residential areas with adequately designed streets, appropriate for their expected use and in compliance with safety standards, including: adequate emergency vehicle access, curbs, gutters and sidewalks, traffic signs (warning and directional), and lighting.
- 2. Insure that adequate arterial access is developed in conjunction with new medium and high density residential development.
- 3. Upgrade existing City-maintained streets to meet City subdivision standards wherever possible.
- 4. Continue to develop parking facilities in the Central Business District, and cooperate with commercial interests to provide these facilities and improve the downtown circulation pattern.
- 5. Investigate the feasibility of providing alternative transportation modes in the City, specifically bikeways and public transit.
- 6. Study and implement a means of improving road conditions on existing private streets.



SCENIC HIGHWAYS

GOAL: TO RECOGNIZE AND MAINTAIN THE SCENIC QUALITIES OF VISUALLY PLEASING ROUTES IN THE PLANNING AREA.

Placerville is located between the rolling golden foothills of the Sierra Nevada and the deep evergreen forests associated with higher mountain elevations. Intermingled with the outstanding natural landscape are man-made features that complement the scenic setting, including picturesque buildings and homes, and orchards, vineyards and tree farms.

The Scenic Highways Element identifies those roads that provide opportunities for the traveler to sample Placerville's aesthetic features. The identification of these roads does not automatically impose land use regulations on lands adjacent to them. The City should, however, give consideration to the need for preserving the scenic qualities of these corridors by encouraging the use of such measures as compatible building design and landscaping when development occurs. The City should seek the cooperation of El Dorado County in achieving this objective.

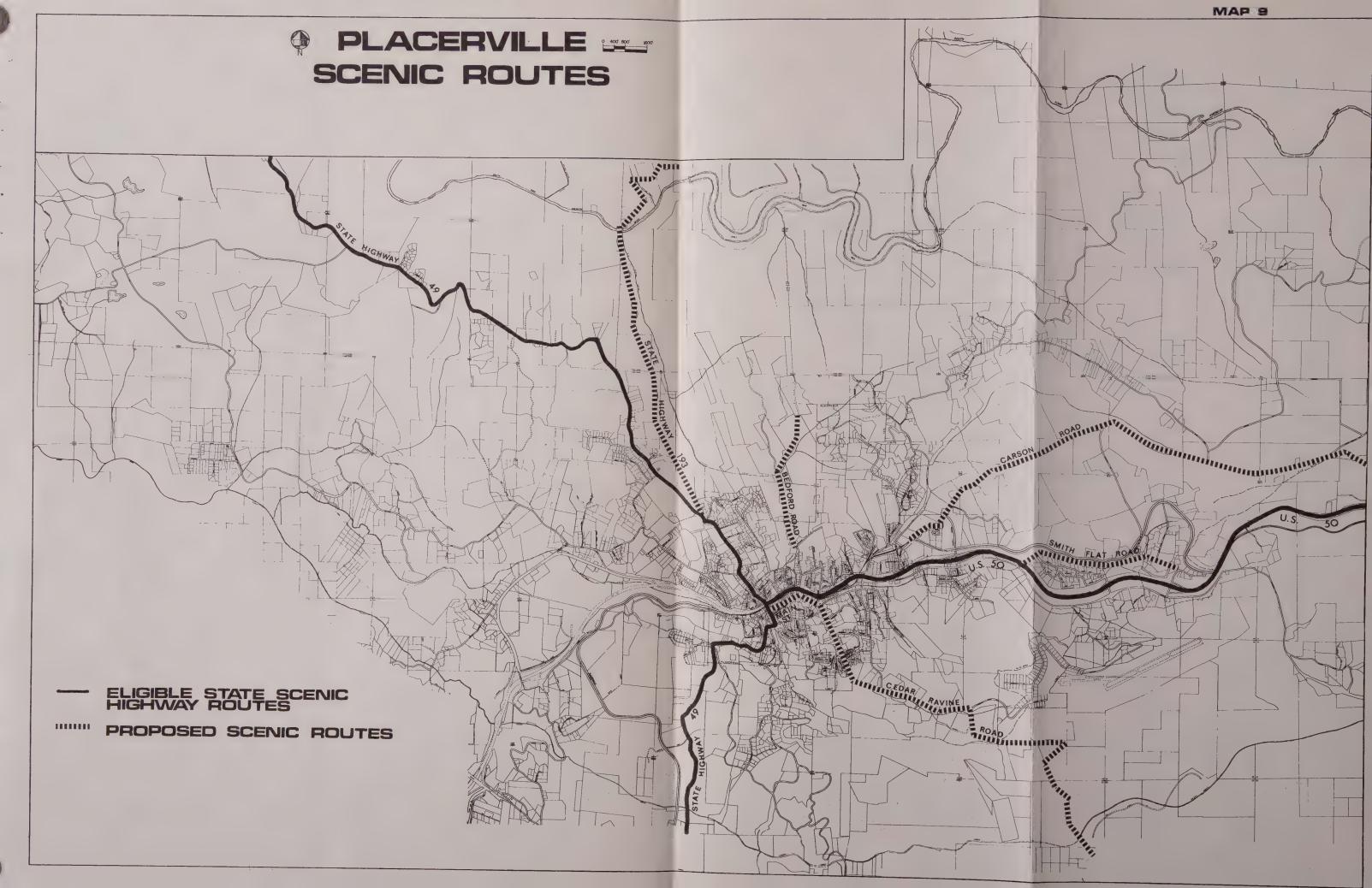
The following roads are suggested scenic routes within the Planning Area:

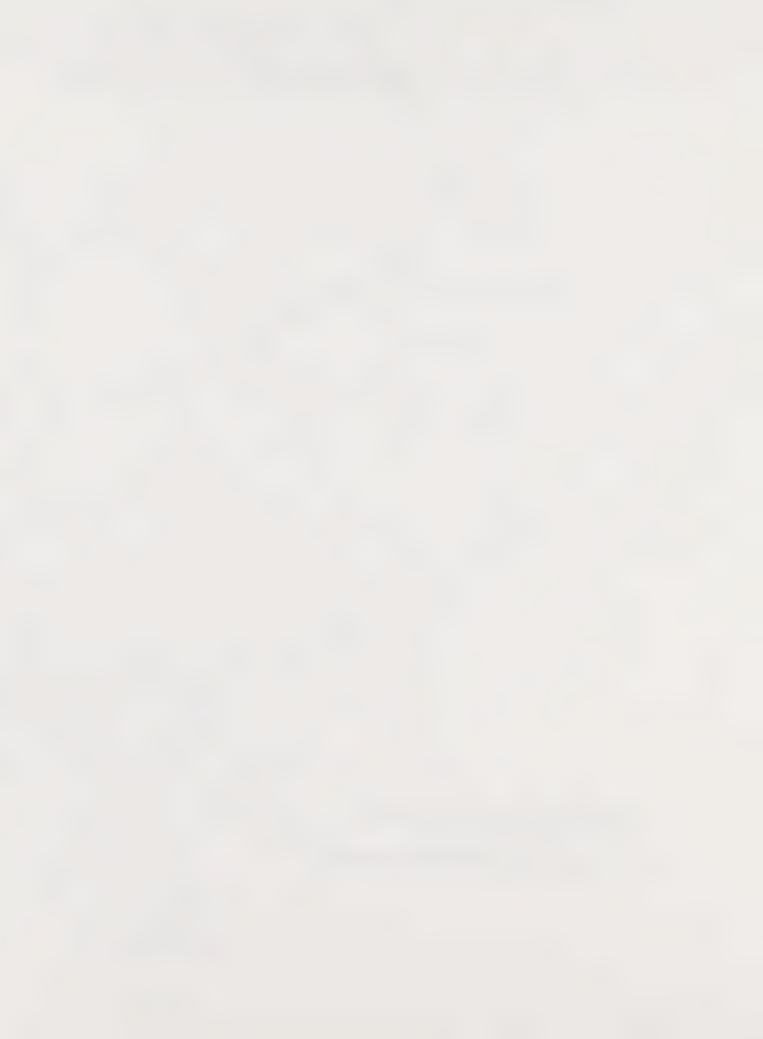
- State Highway 193 from the City Limits to Chili Bar.
- Cedar Ravine Road.
- Carson Road ("Apple Hill" scenic loop).
- Bedford Avenue from Highway 50 to Bedford Park.
- Smith Flat Road between Smith Flat and Highway 50.
- State Highway 49. State Highway 49 is included in the Master Plan of State Highways Eligible for Official Scenic Highway Designation, as enacted by the State Legislature in 1963. In order for Highway 49 to become an officially designated State Scenic Highway, El Dorado County and the City must prepare and adopt specific plans to protect and enhance the scenic corridor. This Element recognizes the State Scenic highway eligibility status of Highway 49, but does not constitute a plan for regulating land uses along the roadway as required for official scenic highway designation.
- Main Street. Main Street is proposed as a scenic walking route in recognition of the historic buildings and sites located downtown. The efforts of the City of Placerville and private individuals towards enhancing and preserving the historic buildings should be continued. A small pamphlet describing a tour of the historic attractions in downtown Placerville and elsewhere in the City has been published by a private individual and is available in many downtown stores.

The City should encourage the use of interpretive plaques and displays in downtown locations to mark points of historic interest for the visiting public and residents alike.

POLICIES

- 1. Recognize the aesthetic value of scenic routes in the planning area, and encourage the use of complementary development and signing standards within scenic corridors.
- 2. Encourage the enhancement, preservation, and identification of historic sites and buildings in the City.
- 3. Encourage the promotion of scenic drives and walking tours in the City.
- 4. Encourage El Dorado County to coordinate with the City of Placerville in the development of a County-wide Scenic Highways Element.







APPENDIX A

DIAL-A-RIDE TRANSIT SYSTEMS

The dial-a-ride transit system, a sort of combination bus and taxi service, is a relatively new concept in public transportation that is coming into use in small and medium sized communities throughout the country. Operating with specially equipped conventional vans, the dial-a-ride system has many advantages. The routing is very flexible and convenient for the user; it requires a minimal capital investment for equipment, and the fleet is easily expanded. It offers an inexpensive transportation opportunity for the young, the elderly, the handicapped, and other persons who cannot drive or do not have access to a car. Typical fares in communities with dial-a-ride systems range from 25¢ to 60¢ per ride.

Generally, the system operates in this manner: When a person wants to go somewhere, he phones a central dispatcher and gives his name, address, and the time at which he wants to be picked up. The dispatcher passes the information on to a bus driver assigned to an area. The driver prepares his route from a list of customer's addresses and picks up each passenger at their door. Most systems operate with a 15-30 minute waiting period. Radio-equipped buses can handle unscheduled requests if they are enroute nearby. As a variation, some systems operate on a fixed route basis, but will detour for door-to-door service for people unable to reach a regular bus stop.

APPENDIX B

1974 GENERAL PLAN ACTION PROGRAM

The General Plan is a meaningful document only when it is continuously used as a reference for decision making and problem solving in the community. To implement the goals, policies, recommendations, and proposals contained in each General Plan Element, specific governmental action must be taken, either on a one time basis or through an on-going program.

The Action Program of the General Plan lists those initial actions that should be taken by the City to effectuate a number of Plan recommendations. The proposed actions for each Element were developed by the Citizens' Advisory Committee, and arranged in priority from the most important to least critical action. The priorities were based on factors such as the fiscal capability of the City to implement an action, the degree to which an action would contribute to the well-being of the entire community, and the relative urgency of an action.

Because of the extensive scope and time frame of the General Plan, the Action Program cannot contain all the actions that may be necessary to implement the Plan's goals and policies. It is intended as a guide and starting point for the City. As the City grows and community priorities change, both the General Plan and the Action Program should be revised to reflect contemporary conditions.

The Action Programs that follow have been prepared for the 1974 General and Seismic Safety, Noise, Land Use and Circulation-Scenic Highways Elements. Action Programs for the Open Space and Conservation Element and the Housing Element were adopted with these Elements in 1973 and 1972, respectively and can be found in the complete text of the Elements, under separate cover.

GENERAL AND SEISMIC SAFETY ELEMENT

SOILS AND GEOLOGY

Most future development will take place in areas with a high potential for erosion. With proper care during and after construction erosion can be minimized. There are several other geologic conditions in the Planning area that require special consideration during the construction process. The existence of these conditions should be made known to those individuals planning development in the affected areas.

Priority	Action
1.	Prepare an ordinance specifying erosion control requirements to be applied within the City, as described in the General Plan.
2.	Have the City Engineer prepare guidelines for erosion control at major construction projects.* The guidelines should be written so that they could be implemented by a layman.
3.	Develop a report format for the specification of erosion control problems and mitigating measures at major construction projects.
4.	Have the City Administrator initiate a process which would notify persons of the existence of the Melones Fault when they are planning construction within that zone. When a building permit is applied for, this notification should be accomplished.
5.	Have the City Administrator initiate a process that would notify persons intending to develop within the lava cap area of the City that care should be taken to maintain the hydrologic characteristics of the area. When a building permit is applied for, this notification should be accomplished.

^{*} Projects meeting two of the following criteria would be considered major:

⁽a) ground cover is removed to bare soil from, or fill material covers, an area exceeding 0.75 acres,

⁽b) is on a slope of greater than 15%,

⁽c) involves a cut or fill with a slope of greater than 15%, where the height is greater than five feet, and more than fifty cubic yards of soil is moved.

Prepare a resolution requesting that the County Board of Supervisors apply a temporary open space zoning designation to the unstable soil area that is identified within the City's General Plan Open Space and Conservation Element, pending a soils study which would identify the potential hazards of this area.

SEISMIC SAFETY

The City is fortunate to be within a relatively inactive seismic area of California. Its bedrock foundation means that any seismic activity that did occur would normally have little damaging effect. However, there are several types of structures that deserve special care even under these favorable conditions.

Priority	Action
1.	Require the City Engineer to inspect every six months all water supply reservoirs within the City which are under 50 feet and over 5 feet in height to insure that they are properly maintained.*
2.	Require by ordinance that above ground petroleum products storage tanks meet the construction standards of seismic risk zone 3.**
3.	Require the City staff to inspect every six months all above ground petroleum products storage tanks within the City to insure that they are properly maintained.
4.	Develop an ordinance to control private above ground storage of gasoline for business or personal

FIRE PROTECTION

use.

Placerville's circulation system consisting of many narrow and steep streets, is a major problem in providing fast and effective fire service to all areas of the City and Planning Area. Steps can easily be taken to minimize this problem and thus, insure maximum protection of life and property from fire. Other

^{*} All reservoirs over 50 feet in height are inspected by the State.

^{**} All structures within the City are now required to meet the construction standards of seismic risk zone 2, as specified in the Uniform Building Code.

factors which must be investigated to maintain an adequate level of service are upgrading the water and fire hydrant system, and planning for future fire station locations. As technology and the area change, the Fire Chief should keep the City Council advised of fire protection needs.

Action Priority Initiate a program to implement a uniform street 1. signing and numbering system that would include: a consistent progression of street numbers, a minimum size for address signs, b) C) visible from the access street, a specific size, height and location for all d) public and private street name signs. 2. Initiate a program to upgrade the water and fire hydrant system so that a break in one location will not disable the entire system. 3. Adopt an ordinance which prohibits on-street parking along streets of less than 18 feet in width, and allows parking on only one side of a street which is between 18 feet and 26 feet in width.* 4. Require an annual report from the Fire Chief which will state: The degree to which the Fire Department is prepared to meet all types of emergencies under its jurisdiction. Measures the City should take to reduce fire b) hazards within the jurisdiction. A five year projection of manpower and capital improvement needs. 5. Initiate a procedure for the review of all medium and high density residential, commercial, and industrial developments by the Fire Chief to insure that adequate consideration has been given to fire protection. Recommendations for design changes would be advisory when they exceed state law requirements.

6.

Initiate a study to determine the most feasible and necessary locations for future fire stations.

^{*} The "street width" includes all unobstructed right-of-way. Obstructions would include trees, planted areas, shrubs, ditches, curbs, sidewalks, etc.

POLICE SERVICES

Police services have traditionally not been included as a part of the planning process. However, it has been found that through proper project design, safety and security can be greatly enhanced. This results in benefits to both the property owner and City in the form of increased security at lower cost. The utilization of the "defensible space" concept should be made a part of Placerville's development review process.

Police are also concerned with the safe movement of people and goods throughout the Planning Area. With the recent increased interest in the bicycle as a alternate means of transportation and the energy crisis limiting the use of the automobile, more emphasis should be placed on accommodating alternative transportation modes.

Priority Action

- 1. Initiate a procedure for the review of all medium and high density residential, commercial, and industrial development of the Chief of Police.

 Recommendations for design modifications would be advisory.
- 2. Review and evaluate the adequacy of existing public and private safety and security lighting.
- 3. Establish a committee to specify the location of future bicycle paths and sidewalks. These facilities should be designed and located to adequately accommodate local demand and recognize the principle of safety through the separation of different transportation modes.
- Initiate a program to provide unassisted access into public buildings by handicapped persons, and street improvements to accommodate the special needs of the handicapped, as provided for in State Law.

NOISE ELEMENT

The City is fortunate to have an environment relatively free from the unpleasant and injurious impacts of noise. However, as the City continues to grow, the noise problems associated with other urban areas can be expected to be felt. In order to minimize the impact of noise, the City must develop specific actions to accomplish the goals and policies of the Noise Elements. These actions are described below.

<u>Priority</u> <u>Action</u>

- 1. Establish a committee to develop noise level standards for individual land use districts and to define minimum sound insulation levels to control sound transmission from within and outside of structures. The committee will also coordinate with the El Dorado County Airport Land Use Commission on matters concerning the Placer-ville Airport.
- 2. Develop an ordinance which will provide for management of nuisance type noises, such as barking dogs and construction noise.
- 3. Establish a program with the El Dorado County Fairgrounds to monitor noise produced from various sponsored events and consider methods to minimize the impacts of noise from this facility.

LAND USE ELEMENT

The provisions and proposals contained in this Land Use Element are implemented primarily through the City's zoning and subdivision ordinances, and the development criteria contained in the other elements of this General Plan. The following actions should be taken to establish a more effective framework on which to implement the goals and policies of the Land Use Element.

Priority	Action
1.	Review and, if necessary, amend the City's zoning ordinance and map to insure that it is in conformance with the provisions of the Land Use Element.
2.	Prepare a detailed inventory of the location, size, and capacities of existing water and sewer lines in the City, and develop a capital improvement plan for upgrading these facilities to adequately serve existing and future demands based on the 1995 land use pattern shown in the Land Use Element.
3.	Prepare and adopt a resolution designating the City's cemeteries permanent open space.
4.	Encourage the provision of well planned and adequately designed streets serving parcels created through lot splits.

CIRCULATION AND SCENIC HIGHWAYS ELEMENT

CIRCULATION

Placerville has experienced numerous problems with the City's street network. Many existing heavily travelled routes are inadequate in terms of safety and traffic volume capacity; older residential streets, both publically and privately maintained, are generally in need of improvements and better maintenance. The following Action Program suggests that the City's activities should primarily involve the development of programs to improve existing traffic flow and physical conditions on City streets, and to provide facilities for safe non-automobile travel.

Priority

Action

- Initiate an in-depth study of traffic movement on major arterials, concentrating on Main Street, Broadway, and Placerville Drive to: 1) identify points of serious traffic congestion and safety hazards; 2) analyze traffic control alternatives, including those recommended in this General Plan, and select those most feasible for use at selected points.
- To provide safe alternatives to automobile travel the City should: 1) initiate a study of public transit alternatives for the Placerville urban area including types and levels of service, funding sources, and organizational arrangements suitable to implement and administer a public transit system; 2) study pedestrian and bicycle movement to determine areas in need of separate pathways, and 3) seek and acquire funding to implement alternative transportation proposals. The City should coordinate with El Dorado County in these studies.
- 3. Update and revise the City's "select system" of streets to include new arterial and collector routes discussed in the Circulation Element, and prepare a Capital Improvement Program for new street construction and upgrading of existing streets.
- 4. Implement a means of regulating new private streets and improve conditions on existing private streets.
- Adopt a resolution encouraging El Dorado County to continue negotiations with the Sacramento Regional Transit District to provide bus service to Placerville.

SCENIC HIGHWAYS

The Scenic Highways portion of the General Plan specifies several scenic roads in the Planning Area. The following actions would establish a scenic road system in the City, and protect their visual qualities in the future.

Priority	Action
1.	Officially adopt a City scenic roadway system (to be designated with appropriate signs), initially utilizing the scenic roads suggested in the General Plan.
2.	Develop special signing, landscaping, and utility line ordinances for scenic route corridors.
3.	Adopt a resolution encouraging El Dorado County to include scenic routes identified in the Placerville planning area in the County Scenic Highways Element.
4.	Establish a procedure for the on-going review and designation of scenic routes in the City.

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Conservation Element

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TECHNICAL ADVISORY COMMITTEE

Christine Bootman	0				.U.	S.	Soil	Conse	rvation	Service
Susan Hoffman .										
James Ingram .										
George Wheeldon		•	*	•	. Ged	olog	ist,	Americ	can Rive	er College

PARTICIPATING CITY STAFF

Earl McGuire, .				9		.City Administrator
Wayne Trumbly .					•	.Building Inspector
Georgia Johnson	,	٥	a.		٠	· Administrative Secretary

SACRAMENTO REGIONAL AREA PLANNING COMMISSION PROJECT STAFF

James A. Barnes.						.Executive Director
						.Director of Physical Planning
William R. Wagner		٠			œ	.Associate Planner
						.Assistant Planner
						.Assistant Planner
						.Planning Analyst
						.Planning Draftsman
William Novoa .						
Mary Lou Morgan						
Alene Gatten						
Linda Forsythe .	•		*			.Typist
Janis Bunch						.Student Intern

^{*} Special recognition is given to Karen Tusten, CAC member, for the preparation of the Background portion of the General Plan.





